3M MICROFILM

START OF ROLL

ROLL NO.

201

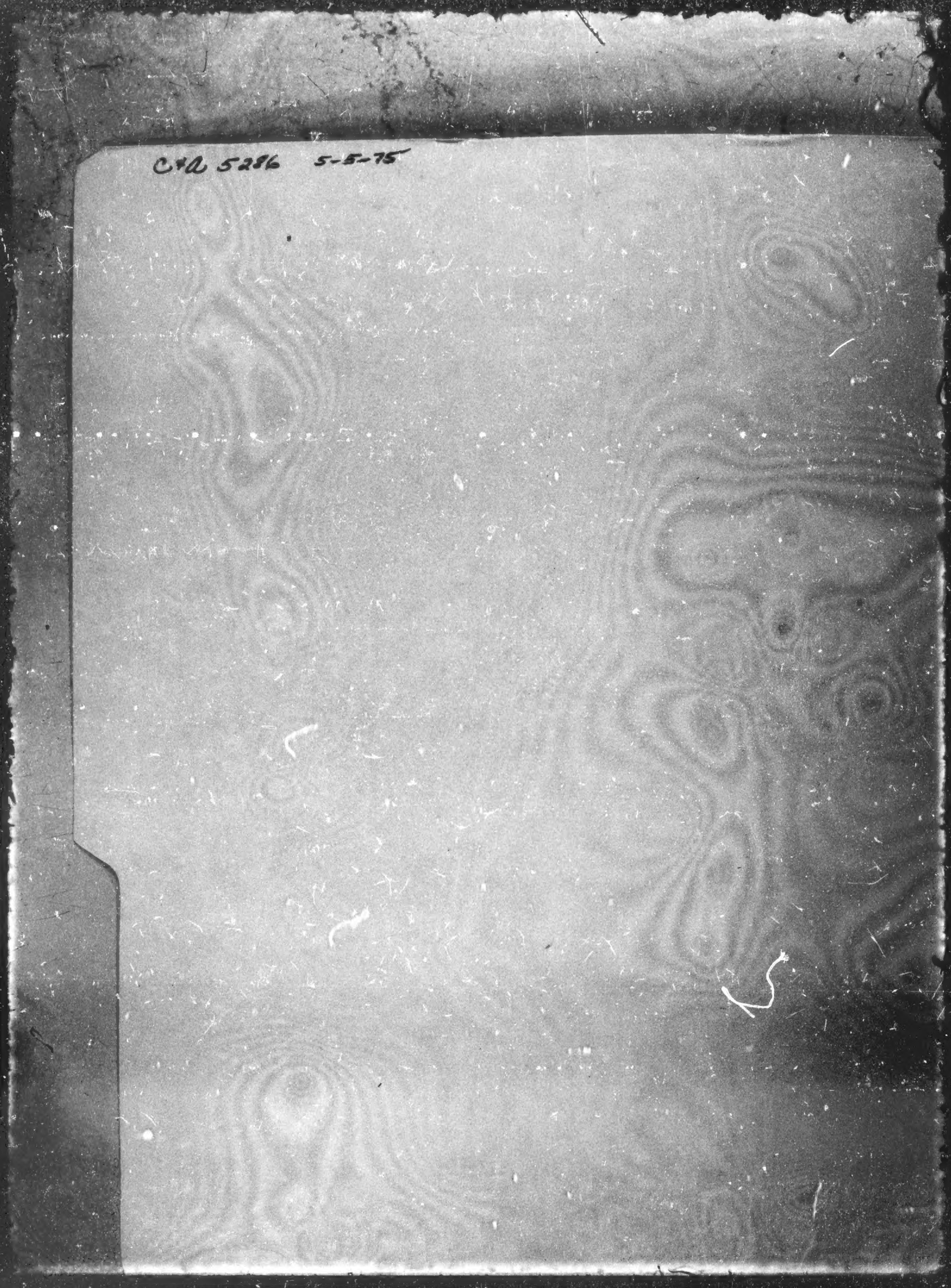
CONSTRUCTION CONTRACTS

8764

OREGON DEPARTMENT OF TRANSPORTATION

8764 S 6th St-Eastside Bypass 2978
(Klamath Falls) Sec of Shasta Way
(Gr, pave, struc & sign) #3

CONTINUED



C+A 5286 5-5-75

8764

K Falls

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5 124 78
Donald L. Prout

6-22-78 Bid Letting ______ All Clear Deadline

SECTION S. 6th - Eastside Bypass (Klamath Falls)
Highway FAUS 2298
County Klamath Region 4
Type of Work G-P-Otr. Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☐	No significiant problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	Stream is irrigation canal
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

Section S. 6th St - E. Side Bypass (Klamath Falls)
Programming Estimate $

Highway FAU 2298
Project Length 0.96 mile

County Klamath
Completion Time 300 Cal. Wkdays

Kind of Work Grade, Pave, Str. & Signing

Prefix 3/8-1976
FA Project No. M-2298(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ $882,345^{50}$

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	900	
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		$ 3200
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees 10,800	800	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Relocate Mail Box Post	✓ 500	
Misc. Permit Fees		
Seeding & Mulching	500	$ $885,545^{50}$
Contingencies (4-1/2%)		$39,849^{55}$
Engineering (9 %)		$79,699^{10}$
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ $1,005,094^{14}$

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
S ARY--BID SCHEDULE--COST ESTIMA

Sheet 1 of 3
Date
Section S. 6th St. -E. Side Bypass (Klamath Falls)
County
Kind Of Work
Length
Name DAY

Engr. Est's 5-10-78 EHR

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		65,000
	Temporary Protection and Direction of Traffic		All	All		4800
	Temporary Signs		Sq Ft	405	6^{50}	2632
	Temporary Barricades		Each	40	125-	5,000
	Temporary Continuous Rail Traffic Barrier Reflectorized		Lin Ft	163	6-	978
	Flagmen		Hr.	1,000	18-	18,000
	Roadwork					
	Clearing and Grubbing		All	All	-	3000-
	Removal of Structures and Obstructions		All	All	-	5500-
	General Excavation		Cu Yd	5720	4^{10}	29,172
	Trench Excavation		Cu Yd	1220	10-	12,200
	Finishing Roadbed and Slopes		All	All	-	5000-
	Watering		M-Gal	60	15-	900
	Structure Excavation		Cu Yd	1010	15-	15150
	Aggregate Base		Cu Yd	200	15-	3000
	Lime Treated Subgrade		Sq Yd	28,400	1^{50}	42,600
	Lime for Treated Subgrade		Ton	635	92^{00}	58,420
	Class "B" Asphalt Concrete Mixture		Ton	4850	14-	67,900
	Asphalt Cement in Mixture		Ton	315	101-	31,815
	Concrete in Walls		Cu Yd	700	175-	122,500
	Reinforcement in Walls		Lb	50770	0.30	15,231
	Pipe Handrail		Lin Ft	670	20-	13,400
	10-inch Sewer Pipe		Lin Ft	460	10-	4,600

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section S. 6th St -

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	12-inch Sewer Pipe		Lin Ft	1670	15-	25,050
	15-inch Sewer Pipe		Lin Ft	520	18-	9360
	24-inch Sewer Pipe		Lin Ft	80	25-	2000
	12-inch Culvert Pipe		Lin Ft	36	9-	324
	12-inch Irrigation Pipe		Lin Ft	174	15-	2610
	48-inch Irrigation Pipe		Lin Ft	66	50-	3300
	Extra for Pipe Under Pavement		Lin Ft	80	15-	1200
	Concrete Manholes		Each	4	1000-	4000
	Concrete Inlets, Type B		Each	1	400-	400
	Concrete Inlets, Type CG-1		Each	31	450-	13,950
	Concrete Inlets, Type D		Each	5	500-	2500
	Concrete Inlets, Type G-1		Each	1	500-	500
	Special Concrete Inlet		Each	10	500-	5000
	Guard Rail, Type 1A		Lin Ft	75	10-	750
	Guard Rail Anchors, Type 2		Each	2	275-	550
	Rail End Pieces, Type B		Each	2	75-	150
	CL-4R Chain Link Fence		Lin Ft	274	5-	1370
	Concrete Walks		Sq Yd	3940	15-	59,100
	Concrete Driveways		Sq Yd	840	20-	16,800
	Concrete Curbs and Islands		Cu Yd	560	120-	67,200
	Concrete Bumper Logs		Each	15	25-	375
	Extra for Asphalt Approaches		Each	20	150-	3000
	Extra for Asphalt Walks		Sq Yd	126	4-	504
	Loose Riprap, Class 50		Cu Yd	125	20-	2500
	Adjusting Manholes 640291^{50}-		Each	30	200-	6000

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 3 of 3

Date

Section S. 6th St. - E. Side Bypass (Klamath Falls)

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	50	10	500
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish Prestressed Concrete Piling		Lin Ft	600	11	6600
	Drive Prestressed Concrete Piles		Lin Ft	390	1^{50}	585
	Structural Concrete, Class 3300 (110 Cy @ $190)		All	All		20,900
	4'x25'/30' Prestressed Slabs		Each	39	1150	44,850
	Reinforcement (11,700 lbs @ 0^{30})		All	All		3510
	Reinforced Concrete Bridge End Panels		Sq Yd	175	39 -	6825
	Three Tube Metal Railing		Lin Ft	174	39 -	6786
	Asphalt Membrane		Sq Yd	400	10 -	4000
	Signing					
	Removal of Existing Sign Installations		All	All		500
	Wood Sign Posts		All	All		5100
	Type "C" and "D" Signs in Place		Sq Ft	180	8 -	1440
	Type "EE" Signs in Place		Sq Ft	94	10 -	940
	Type "H" Signs in Place		Sq Ft	6	10 -	60
	Type "T" Signs in Place		Sq Ft	213	10 -	2130
	Type "U" and "V" Signs in Place		Sq Ft	194	12 -	2328

8764

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

May 15, 1978

Mr. Larry Asbury
Regional Federal Aid Engineer
Oregon State Highway
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Asbury:

Due to the estimated cost increase of $130,000.00 for the Shasta Way Project, the City of Klamath Falls would like to request the three-year borrowing program be implemented for the Federal Aid Urban System Fund.

Thank you for your assistance in this matter.

Very truly yours,

Jim Watson

Jim Watson,
City Manager

JW:cf

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAY 16 1978 RDE
RSO REGION 4 RBE
ASSIGNED__________

SISTER CITY
ROTORUA, NEW ZEALAND

8764

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

May 15, 1973

Mr. Larry Asburry
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Larry:

Pursuant to our telephone conversation of March 15, 1978 regarding the City-County FAU Project-S.6th Street-Eastside By-Pass Section, 2298 (Shasta Way) please use this letter as a request to borrow against future FAU allocations so we may have sufficient funds to complete the project.

If additional information is desired, please do not hesitate to contact me.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
County Engineer

EEK:mc

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAY 17 1973 RDE
RSO REGION 4 RBE
ASSIGNED____________

8764

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 12, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80285
Project No. M-2298(3)
S. 6th St.-E. Side Bypass (Klamath Falls) Section
Klamath County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 22, 1978.

JLG:tmw

Attachments

cc: Dale Allen (Region 4)
Gary Zehner

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AI**
DATE SUBMITTED TO W.O.	5-12-78	(P

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 55	**ADT**	PRESENT 6,200	FUTURE 9,600 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr. H.T. Pave & 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Kl	
	NAME OF URBAN AREA 17-31 Klamath Falls	ROUTE NO. U	FEDERAL 2298

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	 FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) 6105 X080		"S. 6th St.-E. Side Bypass (Klamath Falls) Section"	0.96	807,000	630,000

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.96	807,000	630,000
1	14	PROGRAM APPROVAL DATES 3-8-78			(16) (23)	(24)

* Shasta Way

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-78

65	**ADT**	PRESENT 6,200	FUTURE 9,600 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80285 (14) (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 2298 7	SEQ. NO. (3) 13	T. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Klamath		CODE 035 (14) (16)		PROGRAM STAGE
ROUTE NO. U	FEDERAL-AID 2298 (32)	STATE Street* (36)	U.S. --- (37) (41)	☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
de Falls)	0.96	807,000	630,000	88,500	88,500	ROW-60' normal; Access Control-none; Parking Restrictions-Complete.
ECT ALS	0.96 (16)	807,000 (23) (24)	630,000 (33)	88,500	88,500	

* Shasta Way

REMARKS

Additional Data: Item Nos. M-22 & 70410; Project No. M-2298(1) & (2) respectively.

- over -

S. 6th St.-E. Side Bypass (Klamath Falls) Section
Project No. M-2298(3)
Remarks-continued

Project Data: Work consists of grade, drain and high-type pave (1) a 42-foot curbed section (0.24 mi. at W. end; 0.33 mi. at E. end) accommodating two 11-foot traffic lanes, 12-foot median lane with 4-foot shy distance to curb and a 5-foot walk each side; (2) a 48-foot curbed section accommodating four traffic lanes (2-11' and 2-12') with 4-foot shy distance to curb and a 5-foot walk each side. Construct a prestressed concrete flat slab span bridge (No. 16259) 86 feet in length with a horizontal clearance of 42 feet and 5.5-foot walk on each side. Adjust utilities as required and incidental work common to this type of project.

Data for PR-37:

Roadway (Type Code----6105)----------	$ 697,000
Structure (Type Code--X080)----------	$ 110,000

2 lane (w/continuous median)-------	59%
4 lane ----------------------------	41%

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-City-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

8764 K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 27, 1978

FILE: 318-1910

SUBJECT: S. 6th. St.-Eastside Bypass (K.Falls)
FAU 2298 (Shasta Way)
Klamath County

FROM: L. R. Asburry
Regional Federal Aid Engineer

TO: Duane Christensen
Final Design Engineer

Attached are copies of letters from the Bureau of Reclamation and Klamath County pertaining to the subject project.

The City of Klamath Falls and Klamath County have approved the preliminary plans with the following comments, which I have discussed with Bill Cole.

1. Klamath County and the Bureau of Reclamation both recommend that the culvert at Station 45+53 be increased in size to a 48 inch culvert. There have been previous discussions on this matter with the Hydraulics Section.

2. Item 20 on Sheet 6 - This manhole apparently belongs to Southside Suburban Sanitary and is to be reconstructed by them. Earl Kessler, Klamath County Engineer, is looking into this matter.

3. Klamath County would like to have the existing structure salvaged. The County will haul the structure. The plans should call for salvaging and stockpiling the structure at the site, at which time it will be hauled away by the County.

LRA:pw
Enclosures
cc: D. Steyskal

REFERRED TO
__✓ Beard__ __Dorn__
__Cole__ __Sample__
__Eriksen__ __Watson__
__Hager__ __Lou__
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Doc
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

RECEIVED
FEB 28 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To________
Bring Up____/____/____
Action________

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

February 24, 1978

Mr. Larry Asburry
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Mr. Asburry:

We, the Board of Commissioners and the Department of Public Works have reviewed the plans for the S. 6th Street-Eastside By-Pass Section of F.A.U. 2298 (Shasta Way).

The Public Works Department recommends that on sheet 6, item 23, the 36 inch pipe be enlarged to a 48 inch pipe. We question item 20 on the same sheet. On sheet 7, item 7, we request the existing structure be salvaged.

Thank you for the opportunity to review the plans.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Nell Kuonen

Nell Kuonen, Chairman

Floyd L. Wynne

Floyd L. Wynne, Commissioner

Lloyd Gift

Lloyd Gift, Commissioner

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 27 1978 RDE
RSO REGION 4 RBE
ASSIGNED______________

Copy to Havig, Sterskel

United States Department of the Interior
BUREAU OF RECLAMATION

MID-PACIFIC REGION
KLAMATH PROJECT
P. O. BOX R
KLAMATH FALLS, OREGON 97601

IN REPLY
REFER TO: KP
770

February 1, 1978

ROE RE [✓ RCE] FAE
RTE RECEIVED GEO
RUE FEB 3 1978 RDE
RSO REGION 4 RBE
ASSIGNED________________

State of Oregon
Oregon State Highway Division
Attention: Mr. J. E. Chidsey, P. E.
Highway Building
Salem, Oregon 97310

Gentlemen:

Reference: Preliminary Plan for South Sixth Street-East Side Bypass (Klamath Falls) Section--FAU 2298--Klamath County (Your letter dated December 14, 1977)

In accordance with our discussions with Mr. Dick Havig, the following is a listing of our facilities you will be crossing with the Shasta Way work:

1. 1-C Drain (buried tile) - The center line of our 10 foot wide right-of-way is located 44.5 feet N 89°50' W from the south quarter corner of Section 34, Township 38 South, Range 9 East, W.M. This right-of-way extends across Shasta Way.

2. 1-C-5 Drain (open) - The center line of our 10 foot wide right-of-way starts 390 feet S 89°50' E from the same quarter corner as in Item 1 and extends S 7°11' W from the south Section line of Section 34. This drain which ties into the KOA Campground drain, appears to be the facility affected by your Items 11 and 12 on Sheet 7 of the preliminary plans.

3. "A" Canal - Shown on Sheet 7 of the preliminary plans as "USBR Canal."

Since this construction is being done under the auspices of the State of Oregon, our Contract No. 14-06-200-8449A, with the State dated December 20, 1976, covers the crossing of our facilities.

As the City of Klamath Falls and Klamath County are presently involved in an examination of the urban drainage problem, we believe this is

2-9-78
Steyskel contacted the city & county & is working with them on Increasing size of culvert pipe
R. O'l.

Cartwright is check on Irrigation agreement.

an ideal opportunity to ensure that the culvert shown as Item 23 on Sheet Number 6 of the preliminary plans is large enough to handle future drainage flows. Consequently, we recommend that, prior to finalization of your plans, you contact both the City of Klamath Falls and Klamath County to ensure they are satisfied this culvert is properly sized to accomodate projected flows.

As this culvert empties into our 1-C-5 Drain, we request that you advise us of any changes that you plan to make in its size.

Thank you for this opportunity to comment on your plans.

Sincerely yours,

Raymond H Willms

Raymond H. Willms
Project Manager

Copy to: Malcolm D. Crawford, Manager
Klamath Irrigation District
6640 K.I.D. Lane
Klamath Falls, Oregon 97601

Klamath County
Klamath County Courthouse
Klamath Falls, Oregon 97601

City of Klamath Falls
226 South 5th Street
Klamath Falls, Oregon 97601

Mr. Dick Havig, Regional Utility Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Form 81 - 34 3300 3/75

18764

File No. 49809

Sta. 7+68 to Sta. 8+58

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 24, 1978

Acquired as (Temp. Ease.) Right of Way Net area 270 sq. ft.

Former owner or grantor Hope G. Lindy
Wendell N. and Wanda Mae Brown (C.P.)

Mail address 2374 Shasta Way, KLAMATH FALLS OR 97601

Location property S. Sixth St. - East Side By-Pass Section of
Shasta Way Highway in Klamath County County

Section Parcel in Lots 13 & 14 Subdivision of Lot 1803, Enterprise Tracts

Section Twp Range

Street address of property 2374 Shasta Way

Date of proposed contract letting

State obligations:

City's Obligations:

Rock wall will not be removed by construction.

REFERRED TO
Beard ✓ Dorn
Cole Semple
Eriksen Watson
Hager Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen ✓
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 24 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES 7/25/78

Acquired by Elliott

ABOVE COMPLETED

Right of Way Supervisor

Date

6 COPY FOR DESIGN ENGINEER

Form 61 734 3300 3/75

File No. 49812

Sta. 10+49 to Sta. 10+99

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as D. L. Hoots Net area 150 sq. ft.

Former owner or grantor

Mail address Suite 2, 2261 South Sixth Street, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

Shasta Ways Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

City's Obligations:

Construction of a road approach 35' wide at Engineer's Station 10+73.5.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES June 5, 1978

Acquired by Noaj Elliott

ABOVE COMPLETED

Right of Way Supervisor

Date

Form 81 734 3300 3/75

File No. 49814

Sta. 11+49 to Sta. 11+99

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Eunice E. Westphal Net area 150 sq. ft.

Former owner or grantor

Mail address 2506 Shasta Way, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

Shasta Way Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

City's Obligations:

Fence will be re-established on the right of way line, upon completion of construction.

Versteeg
Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES June 13, 1978

Acquired by Jock Elliott

ABOVE COMPLETED

Right of Way Supervisor

Date

6-COPY FOR DESIGN ENGINEER

Form 81 734 3300 3/75

File No. 49815

Sta. 13+10 to Sta. 15+05

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as James H. Patton; William C. Ransom; Net area 50 sq. ft.; 68 sq. ft.

Former owner or grantor Theodore Paddock; Ralph A. Crawford

Mail address c/o Ted Paddock
2972 South Sixth, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of Shasta Way Highway in Klamath County

Section Twp Range

Section Twp Range

Street address of property

Date of proposed contract letting

State obligations:

City's Obligations:

COnstruct at the time of the highway construction, at the locations and widths specified, the following road approaches:

Engineer's Station	Width
13+65	35'
14+75	35'

Build type "C" curb back edge of sidewalk between Stations 13+10 adn 15+05

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES July 3, 1978

Acquired by Jock Elliott 382 1711

ABOVE COMPLETED

Right of Way Supervisor

Date

C COPY FOR DESIGN ENGINEER

Form 81 734 3300 3/75

File No. 49807

Sta. 5+07 to Sta. 6+78

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as STH, Inc. Net area 502 sq. ft.

Former owner or grantor

Mail address 711 East Main, Suite 16, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

Shasta Way Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

City's Obligations:

Any improvements within the easement area, which are damaged by const., will be repaired or replaced.

Verstoeg
Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES June 6, 1978

Acquired by Jack Elliott

ABOVE COMPLETED

Right of Way Supervisor

Date

COPY FOR DESIGN ENGINEER

Form 81 734 3300

File No. 49851

Sta. 48+25 to Sta. 50+00

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Profit Sharing Pension and Trust Net area 2,325 sq. ft.; 474 sq. ft.

Former owner or grantor of Alladin's Rental Service, Inc.

Mail address 1580 Shasta Way, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

Shasta Way Highway in Kalmath County

Section Twp Range

Section Twp Range

Street address of property

Date of proposed contract letting

State obligations:

Construct one 40' surface width at Eng. Sta. 49+45.

REFERRED TO
Beard Dorn
Cole Semple
Eriksen Watson
Hager Lou
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olsen
Torpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES August 2, 1978

ABOVE COMPLETED

Acquired by Thomas Martin, III

Right of Way Supervisor

Date

6-COPY FOR DESIGN ENGINEER

Form 81 734 3300 3-75

File No. 49846

Sta. 42+20 to Sta. 42+75

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Neale W. and Esther M. Owens Net area 159 sq. ft.

Former owner or grantor

Mail address 815 Washburn Way, Klamath Falls, OR 97601

Location property South Sixth Street-W East side By-Pass Section of

Shasta Way Highway in Klamath County

Section Twp Range

Section Twp Range

Street address of property

Date of proposed contract letting

State obligations:

Re-establish 16' surface width for Type A driveway at Eng. Sta. 42+48.
Re-establish concrete steps to front walk is disturbed during construction.

Trout
Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES July 17, 1978

Acquired by Thomas Martin, III

ABOVE COMPLETED

Right of Way Supervisor

Date

6-COPY FOR DESIGN ENGINEER

File No. 49836

Sta. 41+70 to Sta. 42+45

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Emma E. Wunder Net area 159 sq. ft.

Former owner or grantor

Mail address 3404 Shasta Way, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

Shasta Way Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Construct approach to 12' typw A driveway at Eng. Sta. 41+77.
Re-establish steps to front wlak, if disturbed during construction.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES June 10, 1978

Acquired by Thomas Martin, III

382-111

ABOVE COMPLETED

Right of Way Supervisor

Date

6-COPY FOR DESIGN ENGINEER

File No. 49835

73 ''
Sta. 40+75 to Sta. 41+75

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved XXX February 17, 1978

Acquired as Herman and Jennie Sabin Net area 225 sq. ft.

Former owner or grantor

Mail address 3356 Shasta Way, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section

Shasta Way Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Construct two 16' surface widths at Engineer's Stations 40+89 and 41+63.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES July 22, 1978

Acquired by Thomas Martin, III

ABOVE COMPLETED

Right of Way Supervisor

Date

Form 81 734 3300 3/75

File No. 49834

17
Sta. 40+00 to Sta. 40+73 ~~41+00~~

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Aubrey M. and June D. Young Net area 225 sq. ft.

Former owner or grantor

Mail address 1739 Arthur Street, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of Shasta Way Highway in Klamath County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

COnstruct 16' surface width at Eng. Sta. 40+85.
Construct retaining wall along West side of driveway identical to that designed for the east side.

Versteeg
Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OPTION EXPIRES July 16, 1978

ABOVE COMPLETED

Acquired by Thomas Martin, III

Right of Way Supervisor

Date

6-COPY FOR DESIGN ENGINEER

Form 81 734 3300 3/75

File No. 49810

Sta. 9+18 to Sta. 10+25

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved February 17, 1978

Acquired as Don M. Starkweather Net area 100 sq. ft.

Former owner or grantor

Mail address 2424 Shasta Way, Klamath Falls, OR 97601

Location property South Sixth Street-East Side By-Pass Section of

n Shasta Way Highway in Klamath County

Section Twp Range

Section Twp Range

Street address of property

Date of proposed contract letting

State obligations:

Any asphalt on grantor's property damaged by const. will be repaired by the contractor or County.

Versteeg

Christensen

George

Olson

Terpin

Sullivan

Scott

Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout

Do Not File ☐

Return To

Bring Up / /

Action

OPTION EXPIRES June 6, 1978

Acquired by Jock Elliott

ABOVE COMPLETED

Right of Way Supervisor

Date

2764

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B,2B-2	Pipe Data
2C	Signing
2D	Summary
3-7 Incl.	Plan & Profile

} Not Incl.

STA

STATE H

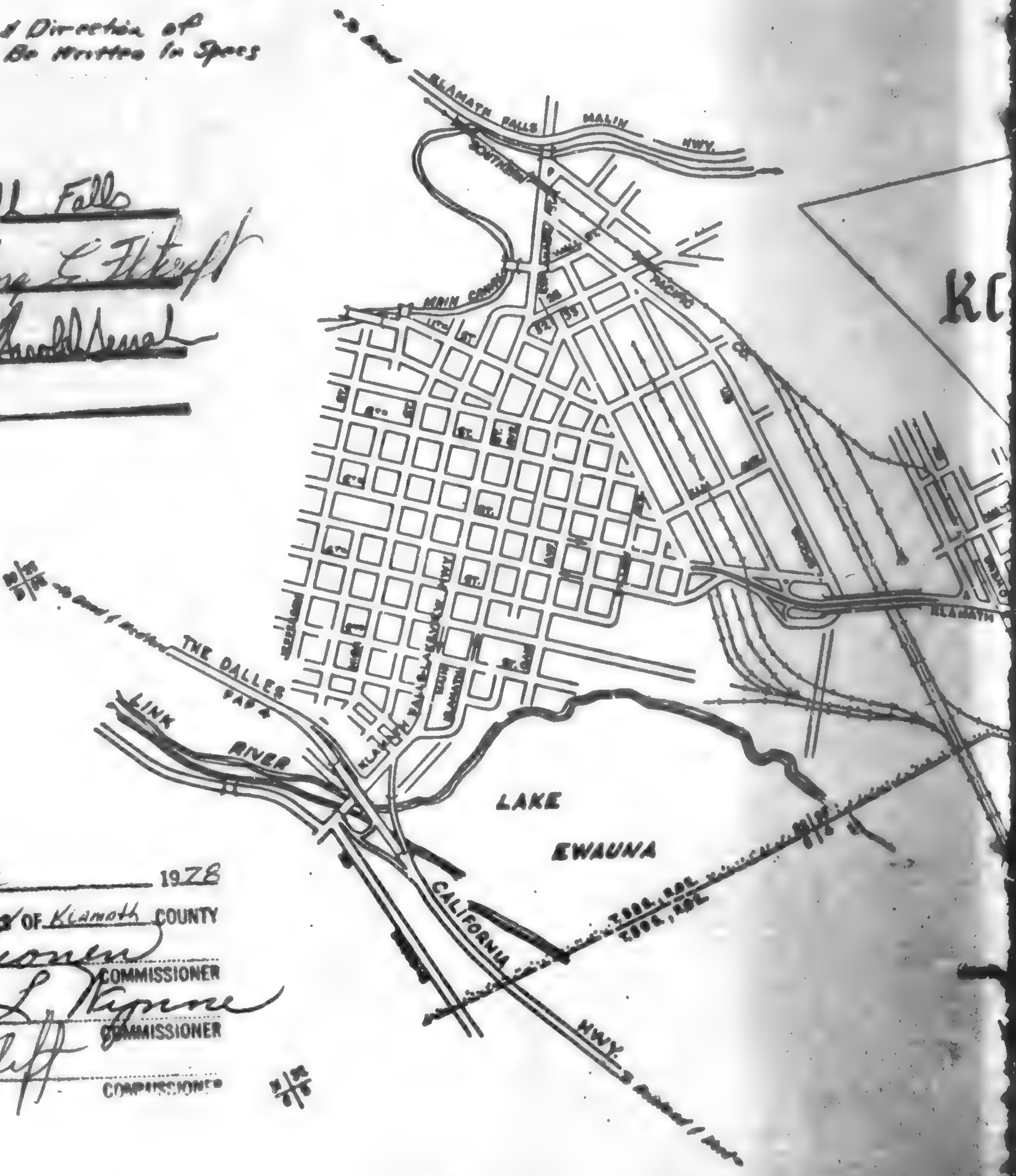
PLANS

S. 6TH ST. - E.SIDE B

FAU (

Note -
Temp Prot & Direction of
Traffic To Be Written In Specs

APPROVED
CITY OF Klamath Falls
BY MAYOR Geo E. Flitcraft
BY RECORDER
DATE 1-20-78



APPROVED 2/24 1978
BOARD OF COMMISSIONERS OF Klamath COUNTY
BY Dee Kuonen COMMISSIONER
Floyd L. Wynne COMMISSIONER
Lloyd Gift COMMISSIONER

S.6TH. ST. ~ E. SIDE BYPASS (KLAMATH FALLS) SEC. FAU 2298 (SHASTA WAY) KLAMATH COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAU

OF OREGON

HWAY DIVISION

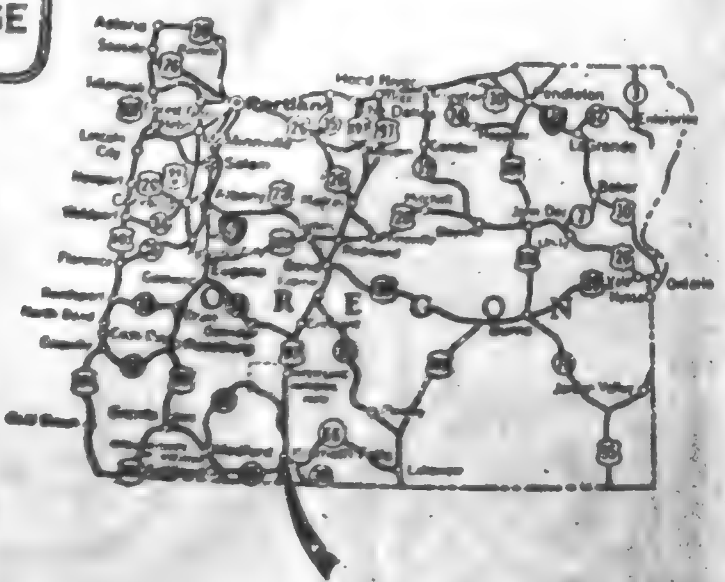
PROPOSED PROJECT

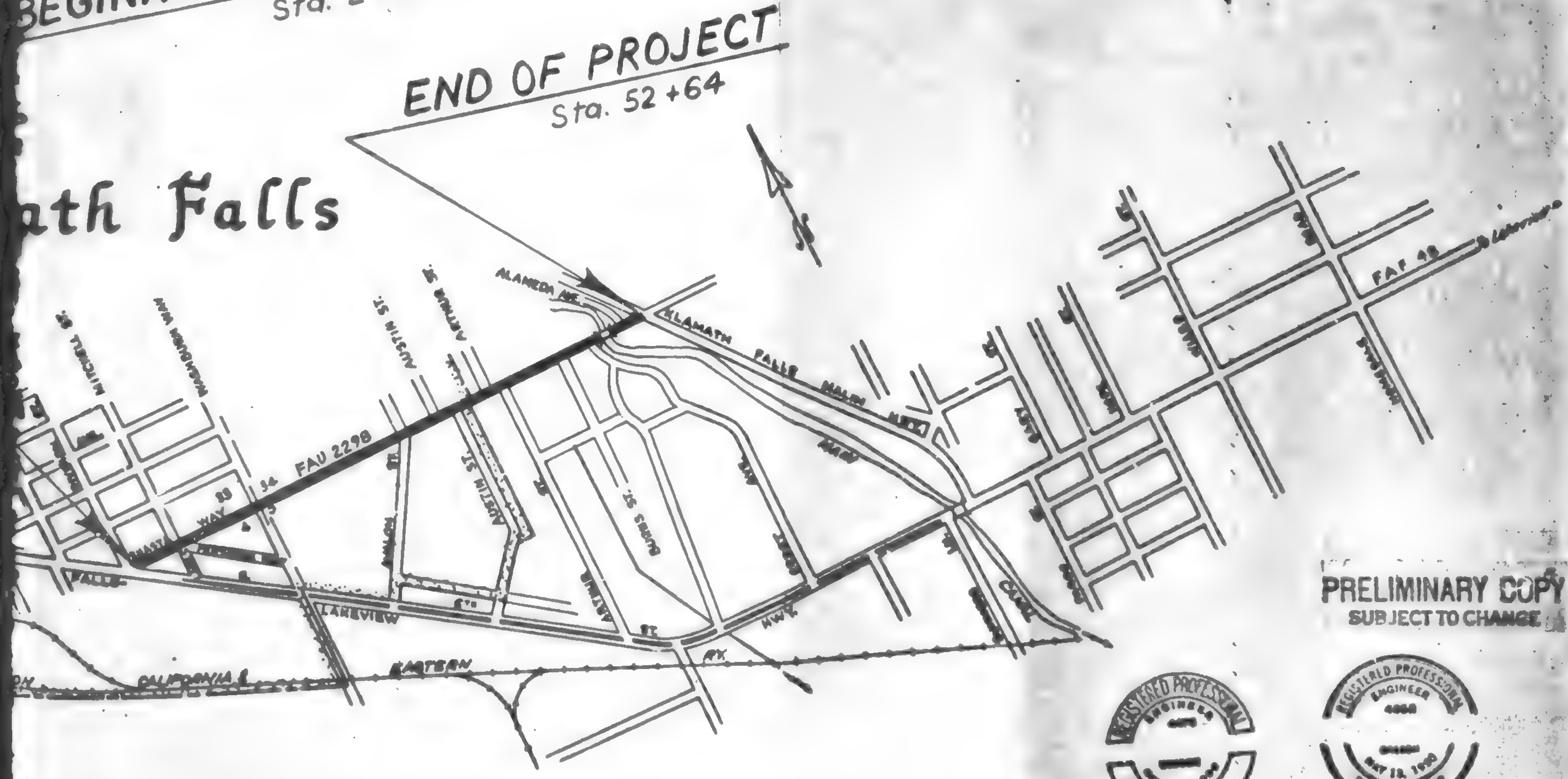
PRELIMINARY COPY
DEC 12 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ASS (KLAMATH FALLS) SEC.

8 (SHASTA WAY)

MATH COUNTY





h Map
800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

8764

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
City Hall
Klamath Falls, OR 97601
Attention of Ray Bidegary
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1793

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $1,970.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$400.00	
		To be transferred to State Highway funds for the S. 6th St.-Eastside Bypass Sec. 9FAU 2298) Acct. Ref. KLAMATF-001142-LPU		1,570.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 318-1910-295

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,970.00

Submitted by: Fred Hildebrandt
F. Hildebrandt

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Gerald Wimer Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8764

K. Falls

STATE OF OREGO

INTEROF E MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 15, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
S. 6th St.-East Side ByPass
(Klamath Falls) Section
Shasta Way
Klamath County

Attached are two copies of the approved sign study plans for the above named project.

LEGeorge
L. E. George
Traffic Engineer Supervisor

ELS:rw
Attachments

cc: C. M. Williams w/att.
F. T. Lacey w/att

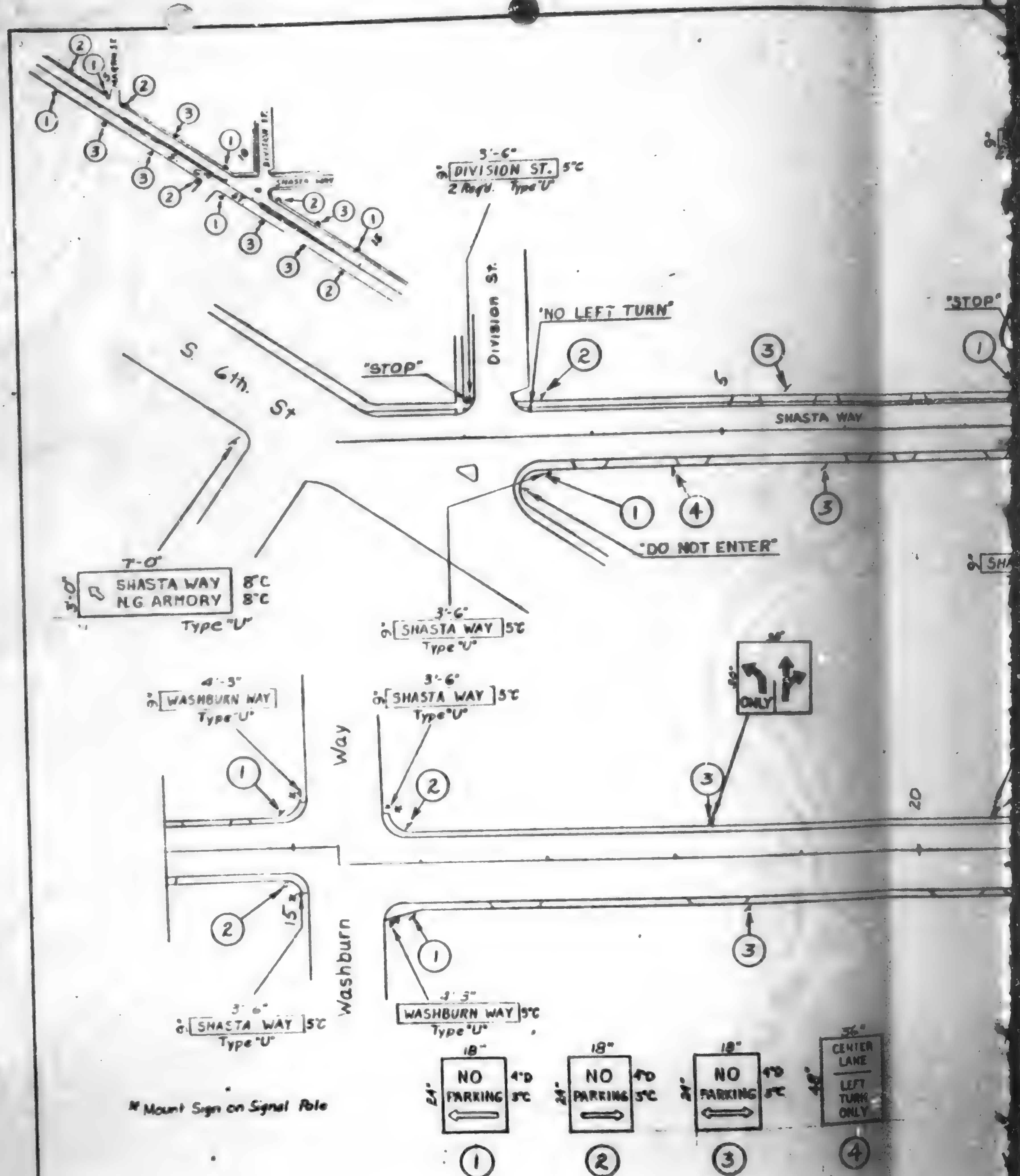
1 Versteeg ✓
2 Christensen [illegible] ✓
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 16 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

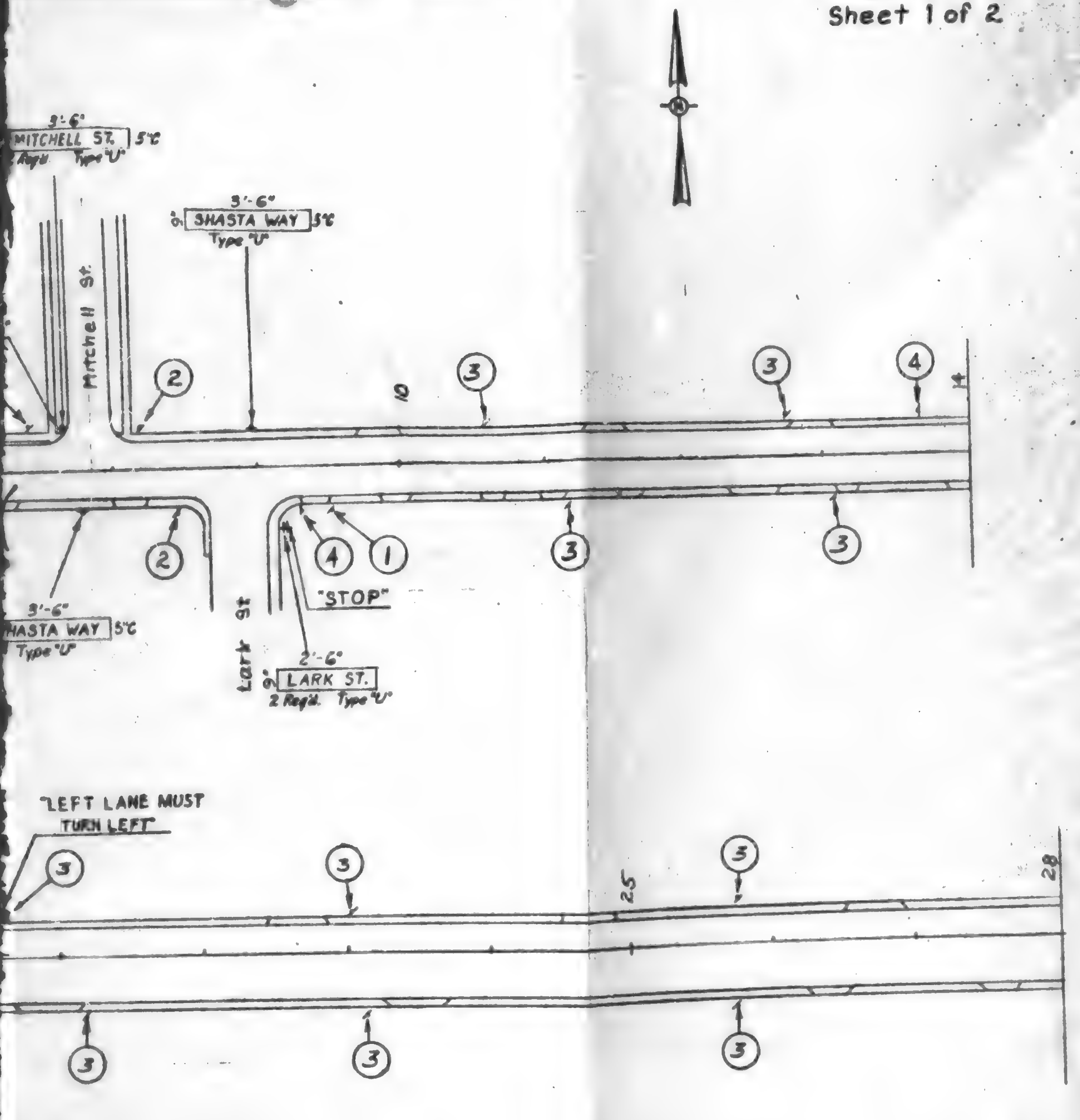
REFERRED TO
✓ Beard WGB
Cole
Eriksen
Heger
Dorn
Sample
Watson
Leu
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER
One plan retained by Beard

81-125-1387



DIVISION ST.
SHASTA WAY
3'-6"
DIVISION ST. 5"C
2 Req'd. Type "U"
Division St.
"NO LEFT TURN"
"STOP"
S. 6th St
SHASTA WAY
"DO NOT ENTER"
7'-0"
3'-0"
SHASTA WAY 8"C
N.G. ARMORY 8"C
Type "U"
3'-6"
SHASTA WAY 5"C
Type "U"
4'-3"
WASHBURN WAY
Type "U"
3'-6"
SHASTA WAY 5"C
Type "U"
ONLY
20
Way
15*
Washburn
3'-6"
SHASTA WAY 5"C
Type "U"
4'-3"
WASHBURN WAY 5"C
Type "U"
* Mount Sign on Signal Pole
18"
24"
NO PARKING
4"D
3"C
①
18"
24"
NO PARKING
4"D
3"C
②
18"
24"
NO PARKING
4"D
3"C
③
36"
48"
CENTER LANE
LEFT TURN ONLY
④

Sheet 1 of 2



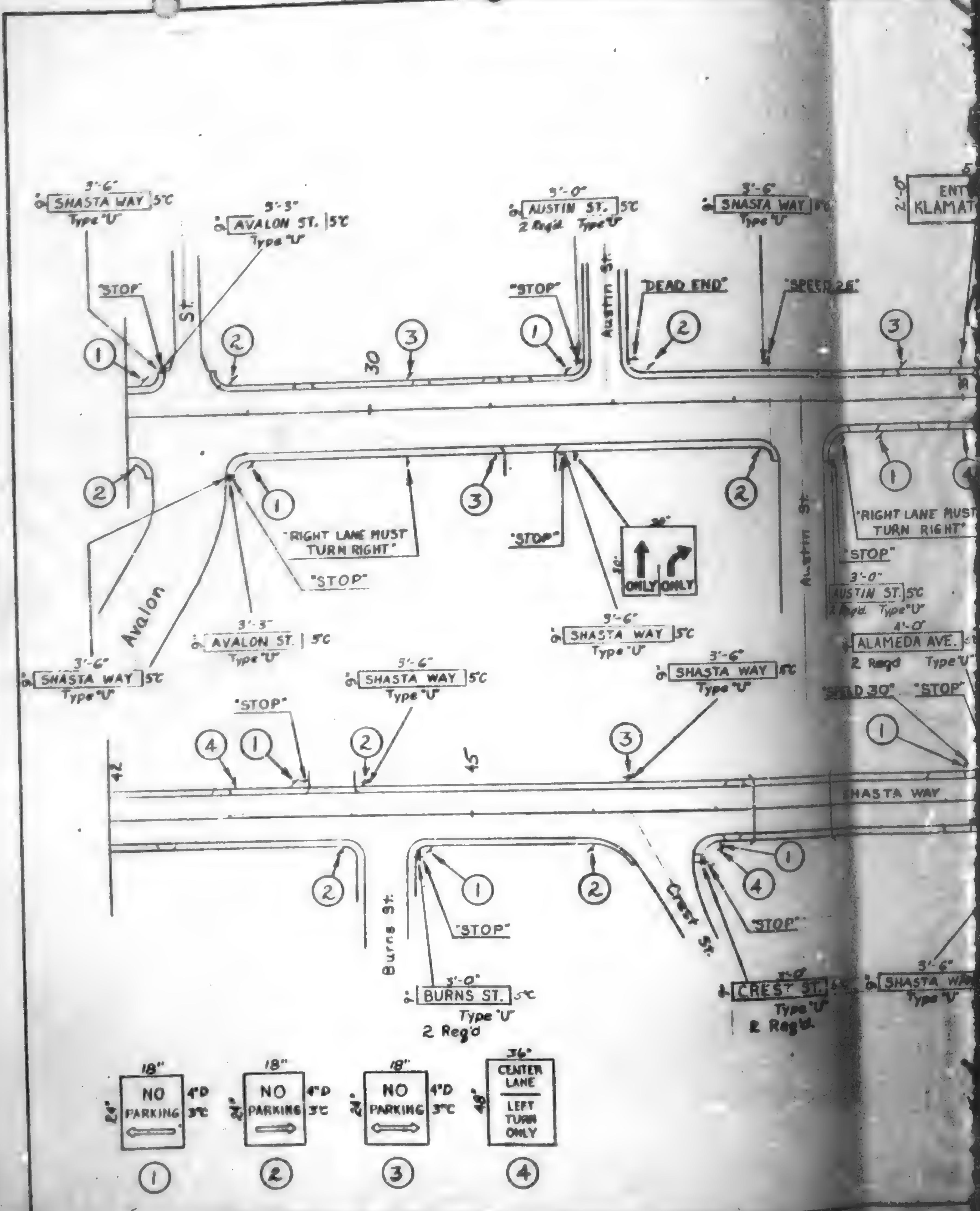
Lyle C. Smith
COUNTY APPROVAL
12/20/76
DATE

Jim Watson
CITY APPROVAL
12/29/76
DATE

SIGNING PROJECT

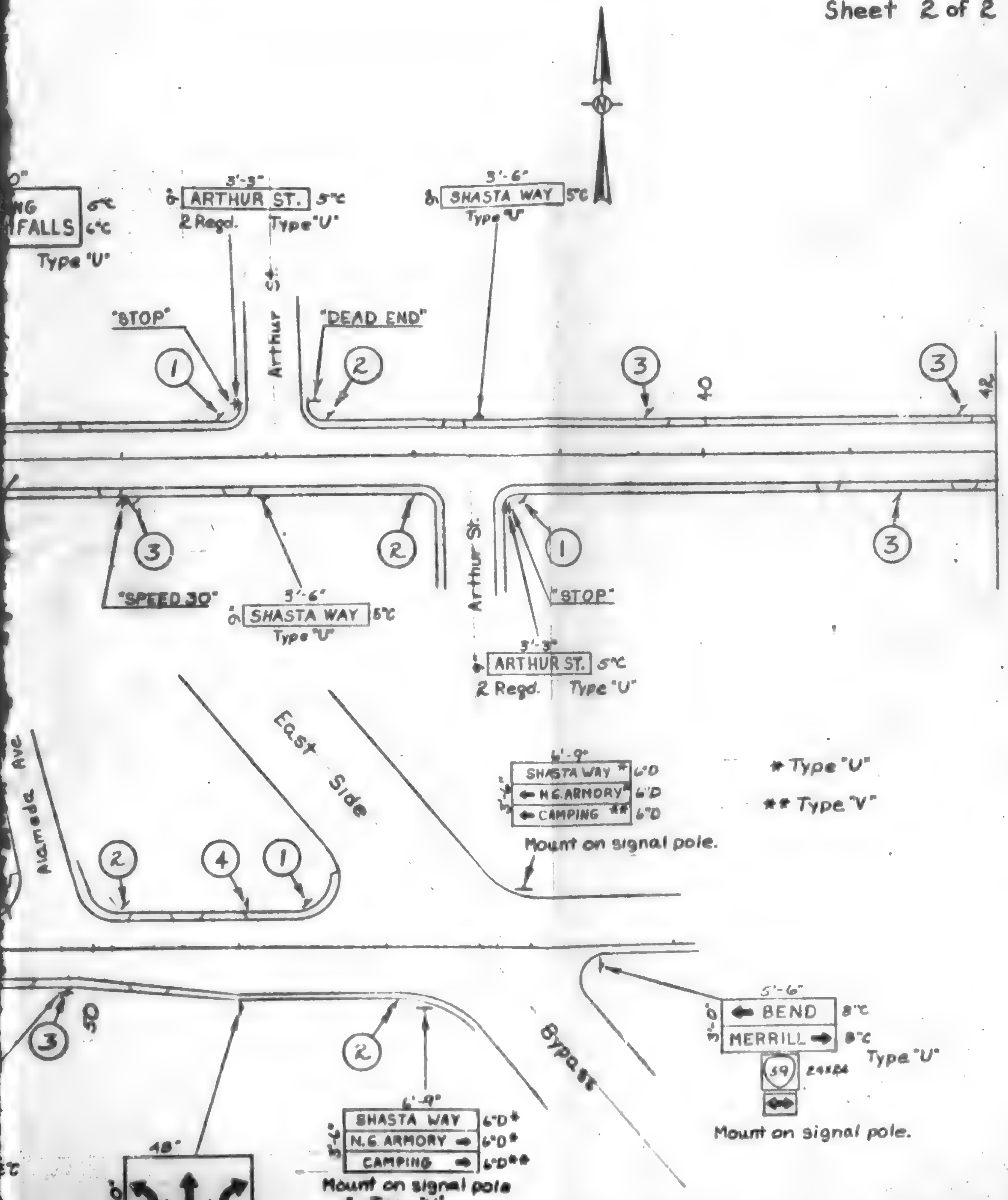
S 6th. St. - East Side Bypass (K. Falls) Sect.
Shasta Way - Klamath County

Action	Date	Signature	Title
Submitted	12-9-76		Traffic Control Engr.
Approved	12-13-76		Sign Engineer
"	3/4/77		Traffic Engineer
"	[illegible]		Asst. Hwy. Engr.
Accepted	12/4/77		FHWA



3'-6"
6" SHASTA WAY 5"C
Type "U"
3'-3"
6" AVALON ST. 5"C
Type "U"
"STOP"
St.
①
②
③
30
3'-0"
6" AUSTIN ST. 5"C
2 Req'd. Type "U"
"STOP"
①
Austin St.
"DEAD END"
②
3'-6"
6" SHASTA WAY 5"C
Type "U"
"SPEED 25"
③
ENT
KLAMAT
②
①
③
"RIGHT LANE MUST TURN RIGHT"
"STOP"
②
"STOP"
30"
ONLY
ONLY
Avalon
3'-3"
6" AVALON ST. 5"C
Type "U"
3'-6"
6" SHASTA WAY 5"C
Type "U"
3'-6"
6" SHASTA WAY 5"C
Type "U"
Austin St.
①
④
"RIGHT LANE MUST TURN RIGHT"
"STOP"
3'-0"
AUSTIN ST. 5"C
2 Req'd. Type "U"
4'-0"
ALAMEDA AVE.
2 Req'd Type "U"
"SPEED 30"
"STOP"
①
3'-6"
6" SHASTA WAY 5"C
Type "U"
3'-6"
6" SHASTA WAY 5"C
Type "U"
"STOP"
④
①
②
③
42
45
SHASTA WAY
②
①
②
Burns St.
"STOP"
Crest St.
①
④
"STOP"
3'-0"
6" BURNS ST. 5"C
Type "U"
2 Req'd
3'-0"
6" CREST ST. 5"C
Type "U"
2 Req'd.
3'-6"
6" SHASTA WA
Type "U"
18"
24"
NO PARKING
4"D
3"C
①
18"
24"
NO PARKING
4"D
3"C
②
18"
24"
NO PARKING
4"D
3"C
③
36"
48"
CENTER LANE
LEFT TURN ONLY
④

Sheet 2 of 2



Lyle C. Smith

12/20/76
DATE

Jim Watson

12/29/76
DATE

SIGNING PROJECT

S. 6th. St. - East Side Bypass (K. Falls) Sect.
Shasta Way - Klamath Co.

Action	Date	Signature	Title
Submitted	12-9-76	[illegible]	Traffic Control Engr.
Approved	12-13-76	[illegible]	Sign Engineer
"	2/[illegible]	[illegible]	Traffic Engineer
"	[illegible]	[illegible]	Asst. Hwy. Engr.
Accepted	[illegible]	[illegible]	FHWA

8761

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

November 29, 1977

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: H. G. Brainerd
Reg. R/W Supervisor

REGION IV

SUBJECT: File 49817

S. Sixth St.-E. Side By-Pass (K. Falls) Sec.
Shasta Way Highway
Klamath County

Attached you will find one revised Option form in sextuplet covering right of way to be acquired in connection with the S. 6th St.-E. Side By-pass Section of Shasta Way in Klamath County.

The Federal Aid Project Number is M-2298(2).

The original Parcel No. 1 on this description has been cancelled as it is part of the street right of way.

File No.	Name	Area
49817	United States of America	0.34 ac.

AC:nn
Enc. 1 Option, etc.
cc: Carl Williams
Milner Mead
Frank Lowe
Title
A. Riveness/Exhibit
✓ Don Harwell

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 30 1977
File: PM FA
LG OP
TAA

8764

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 28, 1977

In reply refer to: HB.4-OR

SUBJECT:
Oregon Project No. M-2298(1)
S. Sixth St. - Eastside Bypass
FAUS 2298
Klamath Falls,
Klamath County
ADDENDUM TO PROJECT ASSESSMENT

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's October 18, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

Form 81-734-3419

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To Harold Reynoldson

File No.

From Harold Brainerd

Date October 17, 1977

Subject

Attached is check No. 104566 in the amount of $520.00 from Klamath County, concerning the South Sixth Street-East Side By-Pass Section.

✓ Sent check up to Accounting - 10-18-77

8764

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 13, 1977

Salem, OR 97310

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Addendum
Project Assessment
S. Sixth St.-Eastside Bypass
FAUS 2298
Klamath Falls
Klamath County

The original project environmental assessment of May 2, 1975 and the reassessment of August 10, 1976 stated that no new right-of-way would be required for the project. An addendum to the reassessment, dated December 3, 1976, stated that a slight change in the project design would require 750 square feet of new right-of-way.

There have been some subsequent design changes which would require more right-of-way than last proposed. The project would now require approximately .20 acre of land. This includes 760 total square feet from 7 street corners, a tapered strip of land (.15 acre) between Washburn Way and Avalon Street, and a 2325 square foot strip of land (not 750 feet as recorded in the December 3, 1976 addendum) from a rental equipment storage lot at the eastern terminus of the project.

The street corner acquisitions would have no significant impacts. Although the acquisitions at the storage lot is larger than originally stated, the lot still has ample room for storage and expansion. This would therefore not be significant. The acquisition on the north side of Shasta Way between Washburn Way and Avalon Street would not be significant. There are apartments on the lot, however, they are set back enough from the highway to avoid adverse impacts. No displacements will occur and there will be no access changes as a result of right-of-way acquisition.

Since the effects of the changes in right-of-way requirements for the project would not result in any significant environmental impacts, it is recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:BW:cjh

cc: E. S. Hunter✓
Carl Williams
Jim Kennedy
Don Trout

RECEIVED
TECHNICAL SERVICES

OCT 13 '77

REFER TO

FOR

Info	Inves	R/D	S/R	Sign	Act	File

2764

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1977

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: H. G. Brainerd
Reg. R/W Supervisor

REGION IV

SUBJECT: File 49834

S. Sixth St.-East Side By-Pass
(Klamath Falls) Sec.
Shasta Way Highway
Klamath County

Attached you will find one revised Option form in sextuplet covering right of way to be acquired in connection with S. Sixth St.-East Side By-Pass (Klamath Falls) Sec. of Shasta Way in Klamath County.

The Federal Aid Project Number is M-2298 (2).

This description has been revised by the addition of a second parcel needed to cover a permit of entry to construct a road approach.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of Map 9B-15-12 covering this area and bearing our date of September 22, 1977.

File No.	Name	Area
49834	Aubrey and June Young	1333 sq. ft. 225 ✓

AC:nn
Enc. 1 Option, etc.
cc: Carl Williams/2 prints
Milner Mead/1 print
Frank Lowe
Title/1 print
A. Riveness/Exhibit
✓ Don Harwell

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 27 1977
File: PM FA
TAA ________ LG OP

8764

K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 26, 1977

Donald L Trout

FROM: Donald L. Trout
Office Engineer

SUBJECT: Design Approval & Status of S. 6th St.-Eastside Bypass (Klamath Falls) Section

TO: J. H. Versteeg
Head of Engineering

Several weeks ago we received the attached "Letter of Approval and/or Authorization" from Mr. Swan's office. You asked if this was in fact "design approval". Yes - it is an answer to Mr. Swan's request for location/design approval dated June 14, 1977. A copy of this letter is also attached. It is our authority to proceed with all phases of preliminary engineering.

At the same time you also requested a status report on the project. It is as follows:

1. Final Design is 90% complete.
2. Drafting is 15% complete.
3. Right-of-Way Description's work is 100% complete.
4. Temporary Protection and Direction of Traffic has not been started.
5. Bridge/Wall design work 90% complete.
6. Right-of-way will take 6 to 7 months to acquire.
7. Traffic signal work has not been started. Traffic needs plans from us. Signal work will take quite a bit of time to complete.
8. Environmental Assessment is complete.
9. Project is currently scheduled for April-May-June of 1978.

DLT:jh
cc: Duane Christensen
Jack Sullivan

H

8764

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 70410	FEDERAL AID PROJECT NO. M-2298(2) STATE PROJECT NO. See below COUNTY NAME Klamath PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 22 '77
REFER TO
Orig. to [illegible]
FOR

Info	Inves	[illegible]/D	C/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-20-77	FEDERAL ROUTE NUMBER FAU 2298 STATE ROUTE NUMBER City street

GENERAL LOCATION:
"South 6th St. East Side Bypass (Klamath Falls) Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change add R/W to Character of Proposed work.

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's Sept. 8, 1977, letter, you are authorized to proceed with the actual acquisition of right of way as outlined on R/W map 9B-15-12 at a total estimated cost not to exceed $21,000 - Federal Funds $18,018. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 9-20-77	SIGNATURE OF APPROVING OFFICIAL Walsh	TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 70410
Project No. M-2298(2)
S. 6th St. - E. Side Bypass
(Klamath Falls) Section
Klamath County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor program change to the FY '77 Annual Program to include in the character of proposed work (Right of Way Phase", at an estimated total cost of $21,000 with federal funds of $18,018.

(2) Authorization to proceed with the actual acquisition of the right-of-way as outlined in red on the enclosed copy of right-of-way map 9 B-15-12 at an estimated total cost of $21,000 with an obligation of $18,018 in federal funds. No relocation is involved, therefore assurances regarding the availability of replacement housing is not required.

CL:dpy

cc: C. M. William (Region 4)
J. B. Boyd
Frank Lowe
B. L. Gifford

(94)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 9/8/77	**FEDERAL-**
DATE SUBMITTED TO W. O.		

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., S. 6th St. to E. Side Bypass (K. Falls) 65	**ADT**	PRESENT 6,200	FUTURE (66) 9,600

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME
	NAME OF URBAN AREA 17-31 Klamath Falls	ROUTE NO. U

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW** (Topics)		"S. 6th St.-E. Side Bypass (Klamath Falls) Section"	0.93	21,000	18,018
5					**CONST** (CODE)					

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1	CL		0.93	21,000	18,018
1	14	PROGRAM APPROVAL DATES October 4, 1976			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9/8/77

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6,200	FUTURE (66) 9,600 (70)	YEAR (71) 97 (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 70410 (14) (18)

V AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2298 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Klamath	CODE 035 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. U	FEDERAL-AID 2298 (32)	STATE City St. (36)	U.S. (37) -- (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(55) (58)	(59) (66)	(67) (76)			
0.93	21,000	18,018	1,491	969 (City) 522 (Co.)	
					ROW-60' normal; Access Control-none; Parking Restrictions- None.
0.93	21,000	18,018	1,491	969 (City) 522 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Additional data: Item No. 22; Project No. M-2298(1).

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

August 26, 1977

2298

FROM: Adele L. Egan
Right of Way Office Manager

TO: H. G. Brainerd
Reg. R/W Supervisor

REGION IV

SUBJECT: File 49805 etc.

S. Sixth St.-East Side By-pass
(Klamath Falls) Section
Shasta Way
Klamath County

Attached you will find 38 original Option forms in sextuplet covering right of way to be acquired in connection with the S. Sixth St.-East Side By-pass (Klamath Falls) Section of Shasta Way in Klamath County. This is a FAUS Project scheduled for letting in the second quarter of 1978.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Please let us know if you prefer easement forms for negotiations.

We were not aware that some of this property was in the City, so all have the County Clause which will need to be corrected.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 18, 1977.

Maps covering this area have already been sent to you.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AC:nn
Enc. 38 Options, etc.
cc: H. G. Brainerd
Milner Mead/Auth. List
Frank Lowe
Title
A. Riveness/Exhibit
✓ Don Harwell

PROJECT MANAGEMENT
PME ☐ [✓ CCE ☐] OM ☐
[✓ LGE ☑] FAE ☐ OPE ☐
AUG 29 1977
File: PM FA
LG OP
TAA ____________

(H)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Shasta Way
County Klamath
Unit
Survey Approved
Section S. Sixth St.-East Side By-pass (Klamath Falls)
Sta. 2+50
Sta. 50+00
R/W Map No. 9B-15-12 — 82-14
Cost Distribution

			CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
49805 ✓	Percy E. and Electra L. Whetstone	150 □'				X			X			Work area					
49806 ✓	UCO Oil Company (Aramco Oil Co., C.P.)	365 □'				X			X				"			"	
49807 ✓	Bruno Marchese et al	502 □'				X			X				"			"	
49808 ✓	P. Carnini	270 □'				X			X				"			"	
49809 ✓	Hope G. Lindy	270 □'				X			X				"			"	
49810 ✓	Bob L. and Shirley J. Mitchell Ⓡ	50 □'				X	X					X					
49811 ✓	Frank W. and Hazel Lorraine Borges	105 □'				X			X			Work area					
49812 ✓	Bernice J. Probst (D. L. Hoots, C.P.)	150 □'				X			X				"			"	
49813 ✓	Carol Gheller	150 □'				X			X				"			"	
49814 ✓	Joyce M. Bourassa	150 □'				X			X				"			"	
49815 ✓	James H. Patton et al Ⓡ	50 □' 68 □'				X	X					X					
49816 ✓	J. and T. Henery Ⓡ	50 □'				X	X					X					
49817 ✓	United States of America Ⓡ	0.02 0.34				X	X					X					
49818 ✓	Emil Magliocco Jr., et al Ⓡ	0.13				X	X					X					
49819 ✓	School District No. 1	0.03				X			X			Slopes					
49820 ✓	Lynn and Nancy L. Edwards	350 □'				X			X			Random fill					
49821 ✓	Bill P. Dickey	4375 □'				X			X				"			"	
49822 ✓	Marzhdon W. and Lida J. Buess	177 □'				X			X			Work area					

Submitted Floyd O. Scott Floyd O. Scott
R/W Description Engineer
Date AUG 18 1977

Approved
Assistant Design Engineer
Date

Approved
R/W Engineer
Date

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Shasta Way County Klamath

Unit Survey Approved

Section S. Sixth St.-East Side By-pass (Klamath Falls) Sta. 2+50 Sta. 50+00

R/W Map No. 9B-15-12 82-14

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
49823 ✓	Lucille A. Christianson 177.00				X			X			Work area					
49824 ✓	Kenneth D. and Genevieve Ann Hearth 177.00				X			X				"			"	
49825 ✓	Earl E. and Eva J. Jones 590.00				X			X			Slopes					
49826 ✓	Jesse A. and Helen L. Walters 177.00				X			X			Work area					
49827 ✓	Harvey T. and Mary M. Hayden 225.00				X			X			Slopes					
49828 ✓	Earl A. and Arline M. Martens 225.00				X			X				"				
49829 ✓	Harold E. and Leone J. Fredrickson 225.00				X			X				"				
49830 ✓	Frank S. and Peggy Lou Jakubowski Ⓡ 50.00 199.00				X	X					X					
49831 ✓	Carl D. and Irene Dodson 255.00				X			X			Work area					
49832 ✓	Swan Lake Moulding Co. (Cloyce E. & Sue B. Barnes 696.00 C.P.)				X			X				"			"	
49833 ✓	Alice L. Sargant Ⓡ 50.00 424.00				X	X					X					
49834 ✓	Aubrey and June Young 225.00				X			X			Slopes & retaining wall					
49835 ✓	Mabel Dirschl (Herman & Jannie Sabin C.P.) 225.00				X			X			Slopes					
49836 ✓	Leonard and Erman E. Wunder 159.00				X			X			Work area					
49846 ✓	Neale W. and Esther M. Owens 159.00				X			X			"				"	
49847 ✓	Barbara J. Stevenson Ⓡ 50.00 493.00				X	X					X					
49848 ✓	Milton L. and M. Naomi Plummer Ⓡ 50.00 870.00				X	X					X					
49849 ✓	Richard P. and Violet V. Greer 440.00				X			X			Retaining wall					

Submitted Floyd O. Scott Floyd O. Scott Date AUG 18 1977
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 3 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Shasta Way
County Klamath
Unit
Survey Approved
Section S. Sixth St.-East Side By-pass (Klamath Falls)
Sta. 2+50 Sta. 50+00
R/W Map No. 9B-15-12 82-14
Cost Distribution

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
49850 ✓	Klamath Falls KOA, Inc. (Jean & Mary Reed, C.P.) 1370				X			X			Retaining wall					
49851 ✓	Profit Sharing Pension & Trust of (Aladdin's Valley Rental) Service, Inc. Ⓡ 2325 474				X	X					X					

Submitted Floyd O. Scott Floyd O. Scott Date AUG 18 1977
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

8 ʼ ʼ ,-

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2298(1) ✓ City

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-22

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	6-27-77	FAU 2298
		STATE ROUTE NUMBER City street

GENERAL LOCATION:

"South 6th St.-Eastside Bypass (Klamath Falls) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $5,000 - FF $4,290
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 14, 1977, letter, I hereby approve location and design for the subject project and you are authorized to proceed with all phases of preliminary engineering.

Swan's office is to start sending these to us when they receive Design Approval DLT

1 Versteeg ✓
2 Olson ACO
3 Ch[illegible] JWS
4 Scott
5 Swenson JWS
6 Savage
7 Trout
Copy Turpin
to George

RECEIVED
9-28-77
AUG 1[illegible] 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To______
Bring Up___/___/___
Other______

PROJECT MANAGEMENT
JUL 15 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-27-77	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8764

9

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 8, 1977

NOTED
H. S. COULTER

Jim E. Watson, City Manager
226 South Fifth Street
Klamath Falls, OR 97601

As requested by the Klamath Falls City Council, installation of a traffic separator on the South Sixth Street viaduct has been reconsidered. The traffic separator was not included initially for several reasons:

(1) South Sixth Street has a 35 MPH controlled speed through the area. The need for a barrier in a controlled speed situation such as this is not warranted. When driving conditions are adverse, speeds can be expected to be less than 35 MPH.

(2) Cost of a current standard median barrier is estimated to be $40,000.

(3) Ending the barrier would require special treatment to minimize the hazard of a middle of the road obstruction. The special treatment by tapered end would not be totally effective and would still result in a middle of the road obstruction.

(4) Snow removal would be more difficult; and at times, result in a narrowing of driving lanes due to snow berm buildup against the barrier. The barrier would also be an obstacle to later removal of any snow accumulation.

(5) Water and ice buildup against the median barrier would create problems that could result in structural deterioration of the adjacent pavement and deck.

(6) The South Sixth Street viaduct is no more dangerous without median barrier than other sections of four-lane undivided highway.

Reconsideration of these reasons reinforces the initial decision not to install a traffic separator.

Robert Sandmann
Robert A. Sandmann
Regional Construction Engineer

RAS:mr

bc: H. S. Coulter, C. T. Keasey, L. L. Wallace, N. D. Krehbiel, John Gunter

CITY OF KLAMATH FALLS, OREGON

225 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

April 5, 1977

Mr. Carl W. Williams
Regional Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

RE: State Highway Division Project - South Sixth Street Viaduct, Klamath Falls

Dear Carl:

I am writing this letter on behalf of the Klamath Falls City Council. It has come to the Council's attention that the State Highway Division does not plan to construct a traffic separator on the South Sixth Street viaduct to separate the east-bound and west-bound lanes. The Council feels that this will create a traffic hazard.

The Klamath Falls City Council would like to request that you consider installation of a traffic separator at subject site. The Council feels that the separator should be included in the State's project.

Thank you for your consideration.

Sincerely,

Jim Watson

Jim E. Watson
City Manager

JEW:par

RDE RE RME RCE FAE
RTE RECEIVED ENV
RUE APR 6 1977 RDE
RSO REGION 4 RBE
ASSIGNED____________

SISTER CITY
ROTORUA, NEW ZEALAND

8764

CCN 21-10
K. Falls

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 17, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: for L. W. Rulfen
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
ADDENDUM TO
S. Sixth Street-E. Side Bypass
FAUS 2298
Klamath Falls
Klamath County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 1-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 4 : Carl Williams
District 11 : J. L. Gunter
Region 4 Geologist: Rolland VanCleave

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

8764

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 10, 1977

In reply refer to: 1041B.4

SUBJECT: Addendum-Project Assessment
S. Sixth St.-E. Side Bypass
FAUS 2298
Klamath County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment addendum submitted with Mr. Rulien's December 27, 1976, memorandum which indicates that a small amount of right-of-way will be required has been reviewed.

We concur with your determination that acquisition of this right-of-way will not significantly affect the natural and cultural environment and that the existing classification as non-major should remain unchanged.

G. K. [illegible]
for G. L. Green

cy Potter
1-12-77

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
Rulien
FOR
Info Inves R/O D/R Sign Act File

8764

RECEIVED J
ENVIRONMENTAL
SECTION
DEC 27 1976
Referred to send copy of this to Bob Schroeder.
route to: George
Mike Murphy
return to file
GP

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 23, 1976

Mr. Jim Watson
City Manager
City of Klamath Falls
Klamath Falls, OR 97601

Subject: S.6th.St.-Eastside Bypass (Shasta Way)

Attached is my response to the South Sixth Street Merchant Association's letter dated October 4, 1976. Also attached is a copy of the economic analysis prepared by our Environmental Section, with an assist from Eliot Allen.

As stated in my response to the merchants, the economic analysis brought out no new or significant information. Reconsideration by the City Council of the decision made at the September 20, 1976 Council Meeting is not warranted.

Project status at this time is that the Hearing Study Report is being drafted. The report and the hearing data will be submitted to Salem for review.

If all goes as anticipated I expect the project to be under contract next summer.

Robert A. Sandmann
Robert A. Sandmann
Regional Construction Engineer

RAS:pw
Enclosures
cc: Lyle Smith

NOTED
R. L. SCHROEDER

RECEIVED
DEC 28 1976
Office of
Assistant State Highway Engineer

Form 81-734-3122

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 23, 1976

Mr. John Withey, President
South Sixth Street Merchants Association
2200 South Sixth Street
Klamath Falls, OR 97601

The economic analysis of parking removal along South Sixth Street in the vicinity of Shasta Way has now been completed. A copy of that report is attached.

Your Association letter to Governor Straub, State Senator Heard, and State Representative Wilhelms, dated October 4, 1976, raised several questions that I will respond to at this time.

1) Safety of pedestrians from snow and slush if parking were to be removed.

Under present conditions maintenance crews find it difficult to do a good job of removing snow and slush from the street because of parked vehicles. With parking removed, crews will be able to do a better job because they will be able to work the snow and slush from the curbline toward the center of the street. This should reduce problems of snow and slush being splashed onto pedestrians and buildings. Our experience with similar situations in other areas shows the problem not to be as severe as you anticipate.

2) Safety of pedestrians and buildings from traffic after parked vehicle barrier removed.

With parking removed, you are correct, there will be no "barrier" between through traffic and pedestrians or buildings. But, with parking removed, drivers will be able to direct their attention to driving rather than dividing it between driving, watching out for left turning vehicles in a through lane, vehicles switching lanes, people entering or exiting parked vehicles, and vehicles entering or exiting curbside parking spots. The overall impact should be to lessen the possibility of accidents because of a safer section with conflicts removed.

3) Snow and ice removal from sidewalks.

With parking removed, snow and slush removal from the street will be easier to handle since the parked car obstacle will be gone and crews will be able to work the full width of the street from curb to curb (as in #1). Snow and slush on the sidewalk will still be the responsibility of the abutting property owner.

4) Economic Impacts

The attached economic report addresses this issue in detail. Any time there are changes in an existing situation, both adverse and beneficial impacts can result. We have both here. No attempt has been made to establish a dollar/cost benefit ratio because precise dollar values are an elusive quantity, difficult to get, and always arguable. We affirm that the Highway Division has no right to close a business. The result of highway improvement projects, however, can be the closure of businesses. This particular project was undertaken because of a request submitted by the City and County for Federal Aid Urban System funding after Shasta Way had been approved as the top priority Urban System project. All the work determining the Urban System and priority of projects was done by local people. The economic analysis has brought out no new or significant information to warrant reconsideration by the City Council of its decision.

5) Reason for holding public hearing.

A public hearing on this type project is required by law through the Action Plan. The public has the opportunity to present their comments at that time. A misunderstanding has developed regarding parking removal. At the formal hearing, held August 9, 1976, the question was asked "does the State have the authority to remove parking on South Sixth". The answer is "Yes". However, as explained to your group on September 20, 1976, historically the Highway Division has gotten local governing agency concurrance before effecting parking removal.

The preliminary engineering study indicates the Shasta and South Sixth Street intersection meets warrants for a signal at this time. With the improvement of Shasta Way, the signal will be even more warranted and is therefore included as part of the project. To install the signal with left turn lane on South Sixth Street at Shasta Way requires that parking be removed from a point approximately 600' west of Shasta Way to a point approximately 400' east of Shasta Way. Federal and State funding is dependent on this being a part of the project.

6) Why personal and business contacts were not made earlier.

Since a formal public hearing and an informational session were planned for the project, no individual contacts were made. Individuals are able to make comments and suggestions at the formal hearing as well as in writing, within a prescribed time frame. The informal informational session was held the afternoon prior to the formal hearing. On this project very little participation in the informal session occurred, even though both meetings were well publicized in the newspaper and on the radio.

7) Comments in letter dated August 12, 1976.

The comment referring to the "clamor" being "purely emotional" is a reasonable if not totally accurate assessment of what took place at the formal hearing, though it may not have been very tactful. What I heard at the meeting was a loud expression of discontent on an issue that is understandably emotional, since it is tied directly to business survival. Many comments and suggestions were not logical or relevant, and some were less than complimentary. However, I recognize the gravity of your situation and have attempted to objectively consider what was said at the hearing, and what has transpired since. I believe that the attached economic report reflects the objectivity given this matter.

8) Inadequate storm drain problem.

We are investigating the drainage situation and intend to include in the project whatever corrective measures are appropriate so that any ponding or back up of water will be minimized.

9) Other suggested solutions to this problem.

The State did consider, at the City's request, that left turns at Shasta be prohibited and the people forced to go to Washburn Way or other streets. The study showed that no additional signal time is available at Washburn for west-to-north turning traffic. Any left turning traffic in excess of those already allowed will have to wait for the next cycle. This could cause left turning traffic to stack up in the through lane, further congesting South Sixth Street. There is insufficient width in the present street section to provide for the length of left turn storage lane required. Parking would have to be removed to a point approximately 200' west of Lark Street. An additional problem would be the enforcement of no left turns at Shasta Way.

In response to your summary, I feel that a great deal of consideration has been given to the human needs and safety of all affected citizens. There certainly are no guarantees that all problems are resolved. The economic analysis describes steps to minimize adverse impacts. The ability to adapt to the change depends greatly on the efforts of the individuals involved.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: State Senator Heard
State Representative Wilhelms
Jim Watson, City
Lyle Smith, County
Enclosure

Economic Analysis of Parking Removal Along S. 6th St.
for
HEARING STUDY REPORT
6th St.-Eastside Bypass, Shasta Way, Klamath Falls

The purpose of this study is to analyze the impacts of the removal of parking along S. 6th St. and any possible ways to minimize the adverse impacts of this action. The description and history of the project is given in the Hearing Study Report of which this analysis will become a part. This examination will be confined to the economic aspects of the issues raised during and after the hearing.

S. 6th St. is part of the major east-west arterial running through Klamath Falls. The street is lined with commercial structures most of which are over a decade or two old. Because these structures are older, the commercial property values along this street are relatively low compared to other properties. Rents and leases are lower than for newer structures. Since S. 6th St. has a considerable amount of traffic (25,000 ADT), many customers pass by these businesses. Hence sales are high; more so than they would be in other parts of the urban area. Many of these businesses enjoy both high revenue (or sales) and low costs (because of low rents or payments for property). Because of these favorable conditions some businesses can manage profits in this location while they possibly could not in other locations where costs would be higher and sales lower.

The names and locations of the businesses are shown in Figure 1, which also shows the limits of parking removal. The location of on-street, existing off-street and potential off-street parking is shown in Figure 2.

Some of the businesses have adequate off-street parking and would not be adversely affected by the removal of on-street parking. Other businesses which have little or no off-street parking could be adversely affected by the removal of on-street parking. These businesses are:

1. Adair Furniture Co.
2. Balsiger Motors
3. H. & R. Block Tax Service
4. Horn Tax Service
5. Model Cleaners
6. State Farm Insurance
7. Sierra Gun Shop
8. Tucker Real Estate
9. T.V. City

Seven of these businesses were contacted personally by a staff member of the Oregon State Highway Division along with a member of the S. 6th St. Merchants Association. Attempts were made to reach the other two businesses by phone. The Tucker Real Estate was contacted; the Horn Tax Service was not contacted.

Each of these businesses has unique problems in adjusting to the removal of parking. These problems will be examined in turn and then steps to minimize or reduce any adverse impacts are suggested.

1. Adair Furniture Co. This firm now has off-street parking on either side of the structure. The owner and manager, Jim Adair, would move the entrance of the store nearer his parking lot. He estimates that this would cost him between $50,000 and $100,000. In addition, he expects his gross sales to go down by as much as $100,000 for the first three months after parking is removed. This would occur, he believes, both because parking is removed and because the traffic is moved closer to the curb and the store. He also expressed concern that with traffic closer to his structure, some drivers may crash through the windows of his store, particularly during the winter with the snow and ice.

2. Balsiger Motors. This firm shares parking with Adair Furniture. The business now has a problem with dirt and snow being thrown up onto the front row of cars. With the traffic placed nearer the curb, this problem would worsen. The firm may also have to reduce inventory to provide off-street parking.

3. H. & R. Block Tax Service. This firm has heavy business for a period before April 15 (the "tax season"). During this time the parking lot next door is filled, as well as the on-street lots. They are looking for other sites; they do not believe that they will have enough parking during the "tax season."

4. Horn Tax Service. Attempts were made to contact the manager of this firm. However, he was not in his office.

5. Model Cleaners. The owner of this small business has some parking behind his shop but it is not owned by him. He thinks he may have to relocate if parking is removed.

6. State Farm Insurance. Although there is a parking lot nearby, it is not theirs. They are investigating the possibility of moving once parking is removed. They have a problem with parking during the "tax season" because of H. & R. Block next door.

7. Sierra Gun Shop. Parking would be removed in front of only about half of the manager's shop. He is not sure if he would stay there once parking is removed. There is a lot next to his shop; he can rent part of it for parking at $100 per month. He does not believe he can afford this. He lives upstairs from the shop so that he would also have to relocate his residence if he moved. He also expressed concern about the snow and slush problem on the sidewalks.

8. Tucker Real Estate. Since there is a lot next to his shop, Mr. Tucker would not be as adversely affected by the removal of parking as some of the other firms. He owns the building in which his business, T.V. City and the Horn Tax Service is located. If either of these businesses left, he would face a loss in rents. He is also concerned about the snow and slush problem on the sidewalks.

9. T.V. City. The two managers of this shop were not as concerned about their firm going out of business as they were about the adverse impacts on the

smaller businesses which had no off-street parking. They did believe that they would lose some of their new sales because customers would not have the convenience of driving up to the front door. Any decrease in sales from the removal of parking would be more noticeable during inclement weather (i.e. with snow and ice on the sidewalks).

In addition to the businesses listed above, an antique shop went out of business soon after it was announced that parking would be removed from S. 6th St. There were undoubtly a variety of reasons why the antique shop terminated operations there, with the removal of parking being one.

Summary of Impacts: It is impossible to determine at this time how many businesses would terminate operations as a result of the removal of parking. Those businesses which are larger and have more than one location will be less likely to terminate operations. For example, parking removal will have a negligible effect on nation-wide firms such as H. & R. Block and State Farm Insurance. If one or more businesses terminate operations, it is likely that the low rents and high ADT's will cause another business to take its place--one that would be able to operate without on-street parking.

Much of the ability of the businesses to adapt to the change depends upon the business itself, upon that elusive quality, entrepreneurship. Those firms which make adjustments to the change, such as obtaining off-street parking, signing for off-street parking, informing their customers of this change, etc. will be more likely to adapt to the parking removal. Adaptation to the change will be particularly important in this case because, by law, the Oregon State Highway Division does not compensate property owners for the removal of on-street parking. That is, current state and federal regulations allow compensation for only certain changes, such as actual taking of property or removal of access; removal of on-street parking is not included under compensible items.

Steps to Minimize Adverse Impacts. While monetary compensation is not available, non-monetary assistance can be provided. If a business is economically or physically injured by a federally-funded project, then they are eligible for a loan through the Small Business Administration at a favorable interest rate if they cannot secure a loan through a bank. In addition, businesses can obtain advice and counseling through the Service Corps of Retired Executives (SCORE), which is composed of volunteer retired businessmen. This assistance can be obtained through the Management Assistance Office of the Small Business Administration in Portland, Oregon. In addition, the City of Klamath Falls could build parking lots for businesses and finance the costs of the lot(s) by a tax levy on adjacent businesses. Some possible locations of parking lots are shown in Figure 2.

Design remedies to relieve the snow and slush drainage problem are discussed elsewhere in the Hearing Study Report.

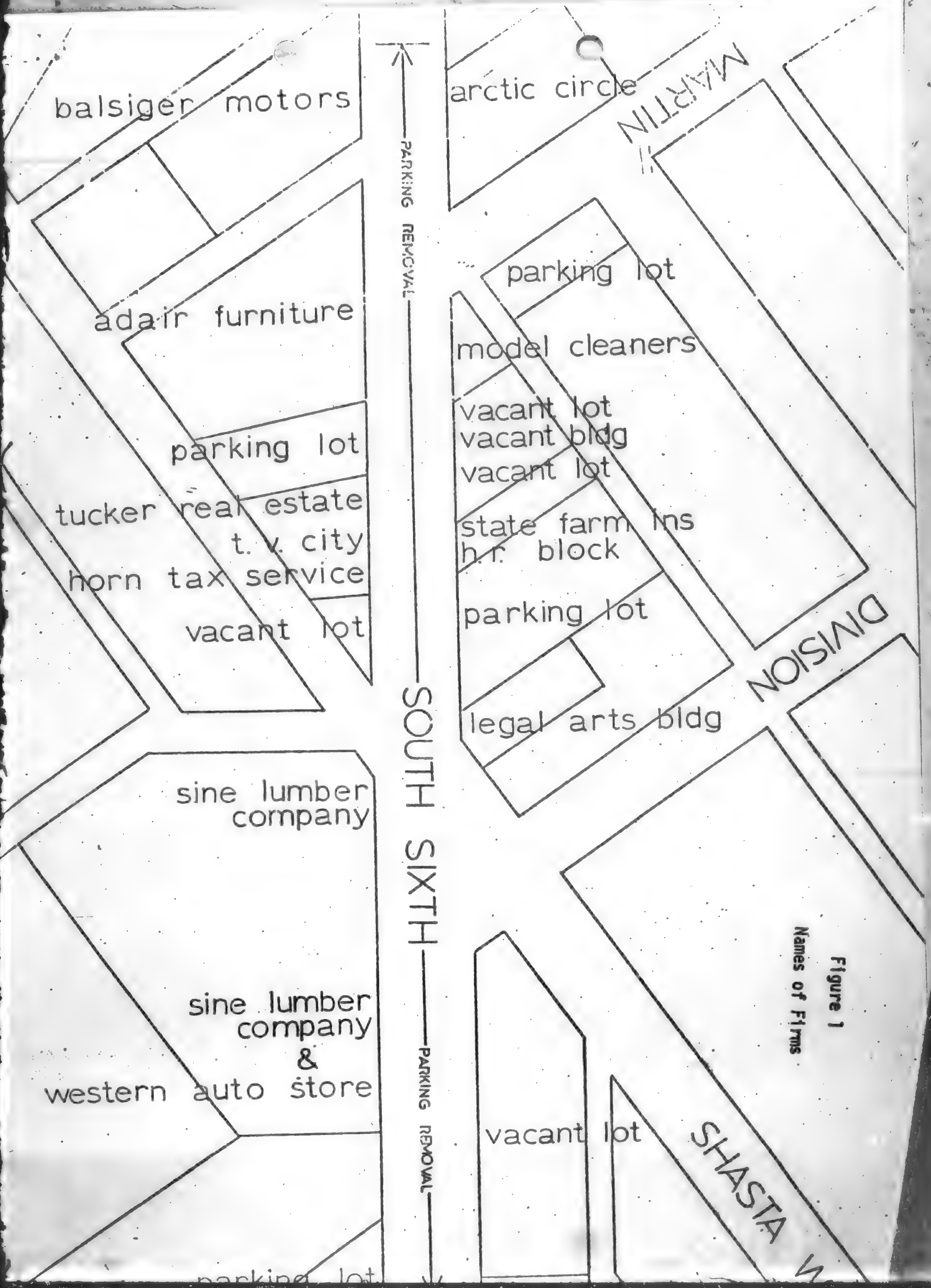


Figure 1
Names of Firms

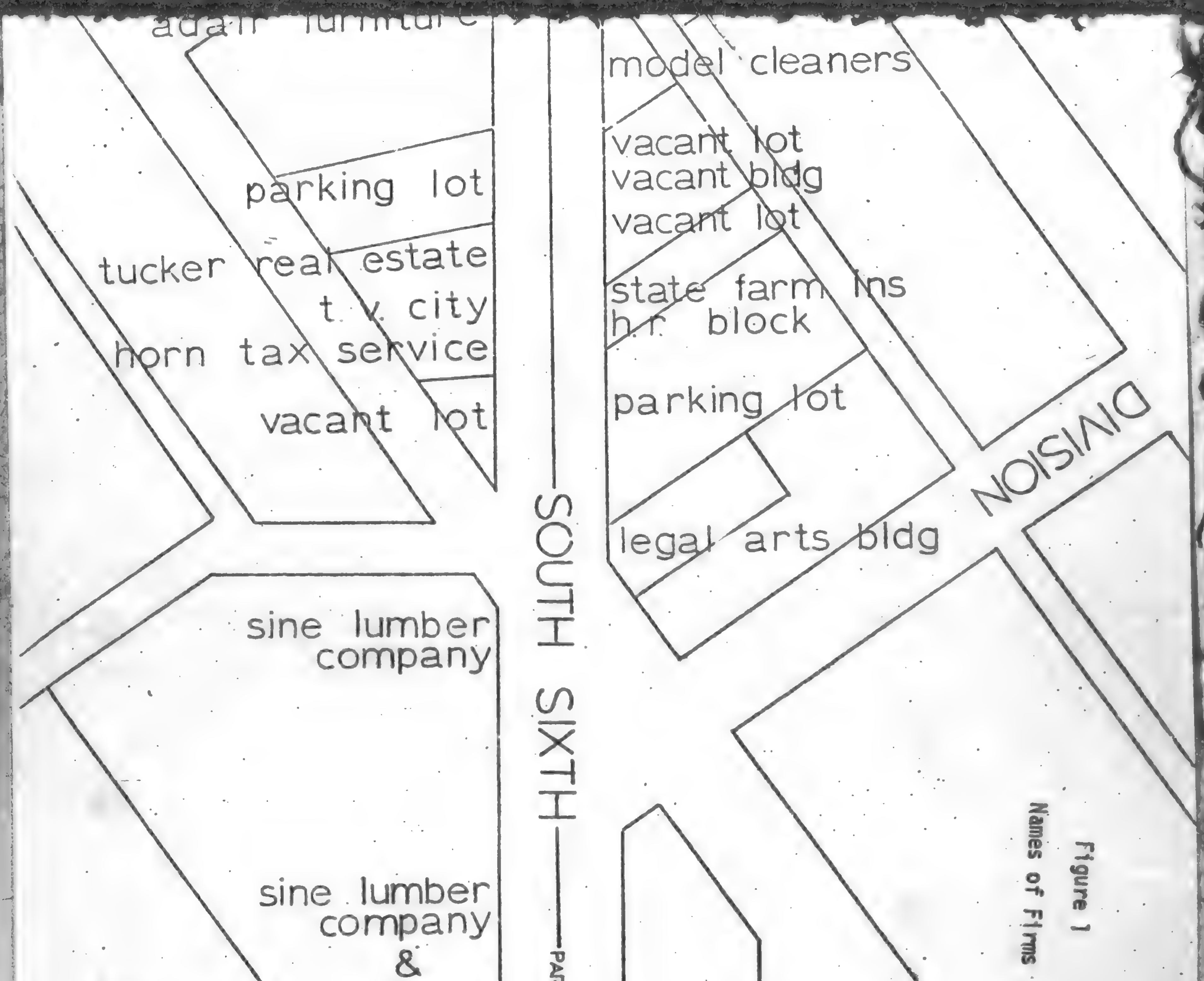


Figure 1
Names of Firms

Figure 2

Location of Present and Potential Parking

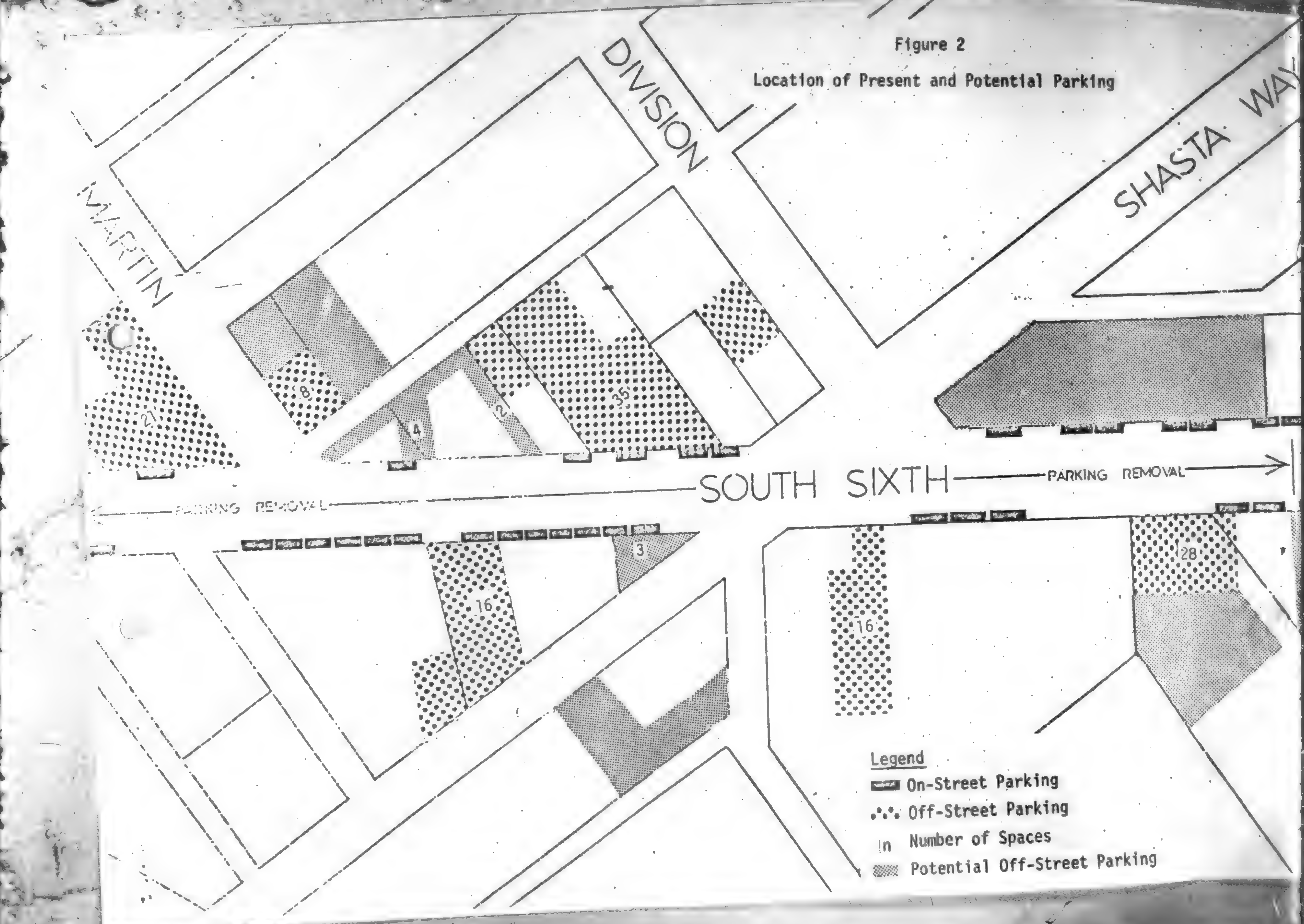
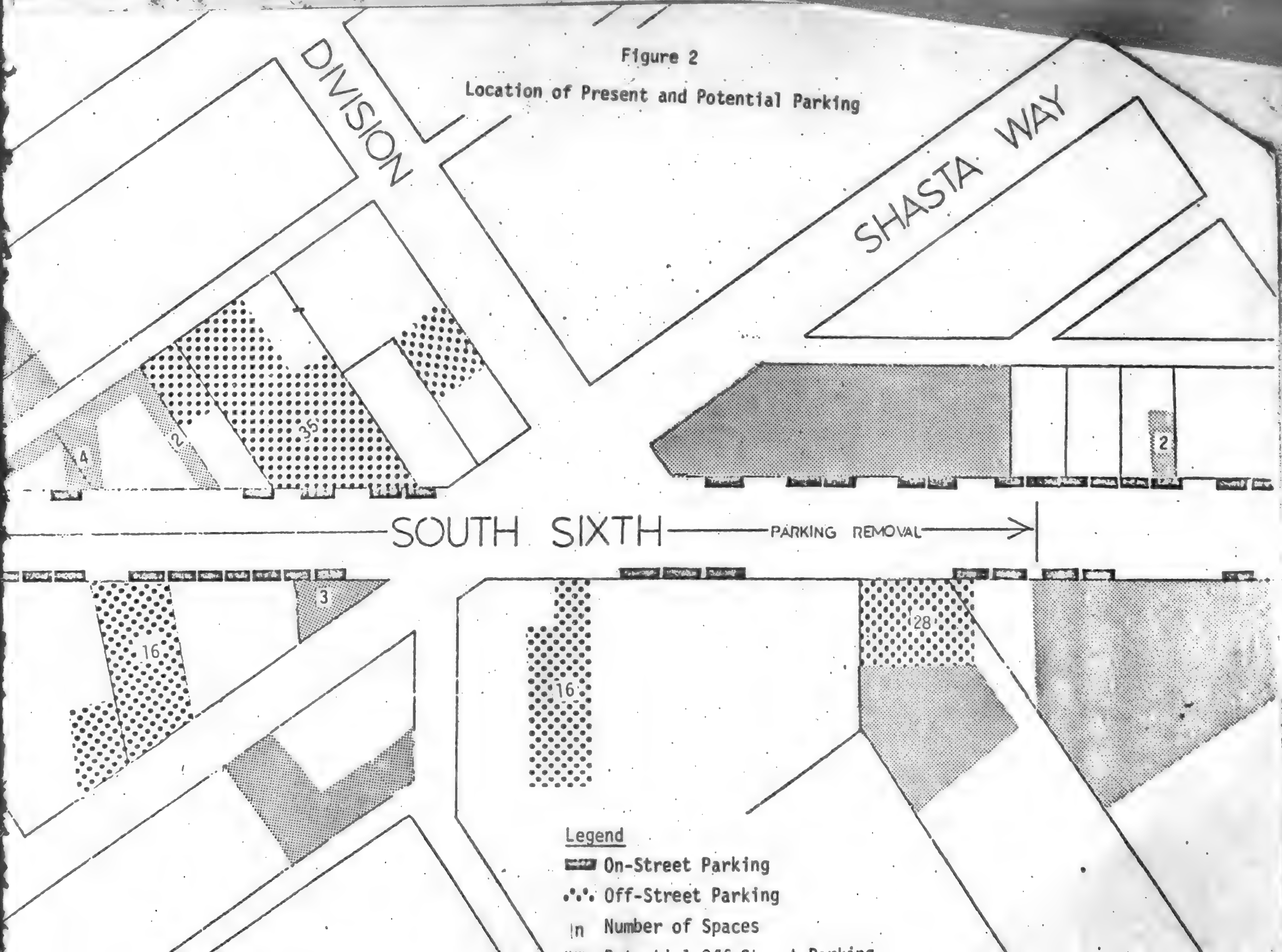


Figure 2

Location of Present and Potential Parking



8764

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

December 3, 1976

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Addendum
Project Assessment
S. Sixth Street-E. Side Bypass
(FAUS 2298)
Klamath Falls
Klamath County

The original project assessment dated May 2, 1975, and the project reassessment dated August 10, 1976, stated that no new right-of-way would be required. However, the current design of the project now requires some minor right-of-way in the amount of 750 square feet, or 0.0172 acre, and is five feet wide and 150 feet long.

The proposed right-of-way would be acquired from a rental equipment storage lot. Improvements affected by the right-of-way acquisition on the lot would be a fence, a brick planter and sign base, and a small strip of asphaltic concrete pavement. The fence and brick planter base would be removed and rebuilt, and the pavement removed to make room for the proposed sidewalk. There would be no appreciable effect to the rental shop's equipment storage capability since the existing lot storage capacity is great enough to accomodate present as well as anticipated future storage needs.

It has been determined that the effects of the changes in right-of-way requirements on the natural and cultural environment would not be significant. It is, therefore, recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:GR:sz

Attachment

cc: E. S. Hunter ✓
Carl Williams
Dave Fenton

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8764

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 26, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S. 6th-E. Side Bypass (Klamath Falls)
FAUS 2298
Klamath County
[illegible] 16259
[illegible]
M-2298[illegible]

TO: MEMO TO THE FILES

The status of the subject project was discussed with Mr. George Wills of the Location Section on Friday, October 22, 1976, and Mr. Sandmann, Regional Construction Engineer on October 26, 1976.

The project is presently in the Location Section awaiting the outcome of a joint OSHD-Klamath Falls study pertaining to the removal of parking to add channelization on S. 6th St. at Shasta. The study is looking into the economic impact of the parking removal.

The businesses located along S. 6th are not in agreement with the City's proposal to eliminate the parking.

It will probably be the first of December before the study is complete, agreement on parking reached, and project forwarded to design.

Several parcels of right-of-way are required and it is estimated that 6 months will be required to clear them for contracting.

Approximately 3 months design time will be required. It is anticipated that the above status will delay the project past the presently scheduled May '77 letting date to the June or July letting.

NOTED
E. S. HUNTE[illegible]

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 27 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

[illegible] NGR
NOV 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DOC:az
cc: F. E. Terpin

8764

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 21, 1976

South Sixth Street Merchants Association
330 South Sixth Street
Klamath Falls, Oregon 97601

1441-S

Gentlemen:

The proposed improvement of Shasta Way between South Sixth Street and the Eastside Bypass is under the jurisdiction of the City of Klamath Falls. The role of the Oregon State Highway Division has been to assist the City with engineering and to administer Federal funds.

As a part of the Shasta Way project, it was necessary to install a traffic signal at its intersection with South Sixth Street and provide left-turn refuges on South Sixth Street. The installation of the left-turn refuges would require the removal of some parking on South Sixth Street.

The City and the Highway Division are now working together to analyze impacts and to study ways to minimize adverse impacts of the project on the businesses along South Sixth Street. This includes determining the impact of the removal of parking along South Sixth Street, the effects of safety and access, the problem of snow removal and drainage along South Sixth Street, and any other mitigation proposals which may not have been previously considered.

The Highway Division and the City now inform me that the proposal as presently adopted by the City Council would remove a total of 34 parking spaces along about 1100 feet of South Sixth Street. This is considerably less than the earlier proposal which would have eliminated 87 parking spaces between the railroad viaduct and Washburn Street.

Enclosed with your letter was correspondence between the Highway Division and the Mayor of Klamath Falls in which a statement was made concerning the possibility of the Highway Division removing parking from South Sixth Street either now or sometime in the future between the railroad overpass and Washburn Way. The Highway Division does not have the authority to prohibit parking on South Sixth Street. The State law is quite explicit as it regards this facility in that that authority lies entirely in the hands of the City of Klamath Falls.

COPY

Regardless of the past history of this proposal, I have asked that the City and the Oregon State Highway Division facilitate communications with your Association so that equitable solutions to these problems can be achieved.

Thank you for bringing this to my attention.

Sincerely,

Governor

RWS:sl

cc: H.S. Coulter - [illegible]
George Flitcraft, Mayor, City of Klamath Falls

bcc: Department of Transportation

Highways

South Sixth Street Merchants Association
2200 South Sixth Street
Klamath Falls,
Oregon 97601

October 4, 1976

to Schroeder 10-12 due 10/14 jr

007920
Please prepare draft reply
for Governor's signature
by 10-15
Thank you.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Robert W. Straub, Governor
State Capitol Building
Salem, Oregon

Dear Governor Straub:

RE: Removal of parking on South Sixth Street

We the businessmen, property owner's, worker's and citizen's of the affected area are requesting answer's from the State of Oregon on the following questions, presented below, in reference to the removal of parking on South Sixth Street by the State Highway Division.

1. What is the State of Oregon going to do about the safety and welfare of the citizen using the public sidewalks of South Sixth Street in the affected area in the winter?

At the City Council meeting held on August 9, 1976, it was pointed out to the State Highway Division that there now exists a very serious problem of public safety. The snow, slush and gravel being thrown from passing traffic on to the front of buildings (in some locations) in excess of six feet in height is a hazard for the citizen using these sidewalks during the winter. He, as well as the buildings are covered, ~~pelted~~, and splashed by the passing traffic. What will happen when this traffic is moved even closer (two feet from curb) at 35 miles per hour? (State Highway Division answered with "No comment.")

2. What is the State of Oregon going to do to protect the citizen using the public sidewalks of South Sixth Street against the obvious danger of traffic moved closer to the sidewalks, when a natural barrier of distance and parked cars and trucks are removed?

Also pointed out to the State Highway Division at the City Council meeting of August 9, 1976, was the fact that in the past, automobiles have crashed into several business' in the area

causing damage to store fronts. Question, "What will happen when parking is removed and traffic is moved even closer at 35 miles per hour?" (The State Highway Division answered "No comment.")

3. What does the State of Oregon plan to do about snow and ice removal from the sidewalks in the affected area? At the present time, business' are required by a city ordiance to remove snow and ice. If traffic is moved closer, snow and slush will accumulate many times greater, causing a hardship to business' having to supply time, money and man hours for snow removal.

4. What gives the State Highway Division the right to cause the closure of some business' and probable unemployment for the citizen's working in the affected area, solely for the movement of traffic, while other state agency's are telling citizen's that (Small business is the backbone of our country and that we need to come up with more jobs for the unemployed)?

5. Why did the State Highway Division hold a public meeting on this issue when at this very meeting they stated:

   1. If they want to remove parking they will.
   2. If they do not remove parking from South Sixth Street the Shasta Way project will not receive the funds needed to complete that project.

   Was this meeting actually "Appeasement for the peasants?"

6. Why did the State Highway Division completely ignore any personal contact with business' and citizen's in the affected area during the two years or longer that this project has been on the drawing boards?

   Is this what is called citizen participation in government?

7. Why did the State Highway Division make a comment in a letter to the City of Klamath Falls, dated August 12, 1976, that public input was "purely emotional" and the input was "Clamor"?

   Haven't the citizen's, property owner's, businessmen and worker's the right to express these problems and receive fair logical answer's without being wrote off in this manner?

8. What is going to be done, if anything, in the affected area about the inadequate storm drains that will not handle run off at the present time? Moving traffic into this standing water and slush will greatly aggravate the present problem of insuffient drainage.

9. Why did the State Highway Division completely ignore any other suggestions to this problem, such as a no left turn at Shasta Way and a deeper turn pocket at Washburn Way?

In summary we feel we are being dealt with from a "stacked deck." Is the movement of traffic from point "A" to point "B" more important than the human needs and safety of the citizens of this community? We also wonder if the State of Oregon is aware of the loss of taxes there would be, if the taxpayers affected by these restrictions lose their earning capabilities? We would appreciate an investigation of this matter and the States assistance in finding an impartial solution.

Yours very truly,

South Sixth Street Merchants Association

John J. Withey
John Withey
President

Steven P. Hosp
Steven Hosp
Vice President

Jim Adair
Secretary
Jim Adair

RECEIVED
OCT 8 1976
OFFICE
DIRECTOR of TRANSPORTATION

8764

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 21, 1976

Mr. H.D. McHenry, President
McKay Investment Association
Post Office Box #8853
Seattle, Washington 98188

Dear Mr. McHenry:

In reply to your letter concerning South Sixth Street in Klamath Falls, I am attaching a copy of a letter transmitted to the South Sixth Street Association. I believe the information contained in this correspondence answers most of your questions.

At the present time the project does not require the acquisition of any property adjacent to South Sixth Street. As indicated in the attached correspondence, it may be necessary to remove parking in certain areas, but this will be done within the existing right of way.

Sincerely,

Governor

RWS:al

Attachment

bcc: Department of Transportation

NOTED
R. L. SCHROEDER

RECEIVED
OCT 25 1976
Office of
Assistant State Highway Engineer

COPY

McKay Investment Assoc.
P. O. Box 68853 • Seattle, Washington 98188 • 206-244-3353

October 12, 1976

008040

Please prepare draft reply
for Governor's signature
by 10-26
Thank you.

PLEASE RETURN
ORIGINAL LETTER

RECEIVED
OCT 18 19
Governor's Office

Governor Robert W. Straub
207 State Capital
Salem, Oregon 97310

Ref: Removal of South Sixth Street parking, letter dated 8/12/76 from Carl M. Williams Regional 4 Engineer, Oregon State Highway Division to George Flitcraft, Mayor Klamath Falls, Oregon. (attached)

Dear Governor Straub:

In light of the referenced correspondence I feel it necessary to ask your assistance on behalf of our company. We own a buisness facility located in the proposed revision area, hence our reason for concern.

My questions are as follows.

1. What proposals have been initiated to protect the buisness interests of the parties affected by this revision?

2. Does the State of Oregon purchase the right of ways for the revisions from the parties affected or offer any relief to same?

3. Will the State of Oregon offer any relief to these parties for loss of buisness or income?

4. Can something be proposed to help the buisnesses concerned or does the State take a we don"t care position?

Our interests in Klamath Falls, are small but I am concerned about the people we employ and would hope that your concerns as governor include even the little guy.

I would appreciate your advice and assistance on this matter at your earliest convienience.

Very Truly Yours,

M.D. McNeary
M.D. McNeary
President

(Handed to R.L. Schroeder)

RECEIVED
OCT 19 1976
Office of
Assistant State Highway Engineer

cc:file
atty
D.S.McNeary Vice Pres.

MDM/hm

Specialists In Business Investments

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

DATE: September 8, 1976

TO: South Sixth Street Property Owners

FROM: Assistant City Manager

SUBJECT: SOUTH SIXTH STREET/SHASTA WAY IMPROVEMENT

Mayor Flitcraft has asked that the attached letter be sent out to you to keep you informed of matters concerning the South Sixth Street parking in relationship to the Shasta Way project.

Harold Derrah
Assistant City Manager

HD:ls
Encl.

— There will be another meeting on this at Adair's on Oct 4 at 7:30 P.M. Fred Heard and Gary Wilhelms will be in attendance.

1859

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
AUG 13
KLAMATH FALLS
CITY MANAGER

August 12, 1976

George Flitcraft, Mayor
City of Klamath Falls
226 South Fifth Street
Klamath Falls, OR 97601

Dear George:

RE: Shasta Way and its Effect on South Sixth Street

Extreme opposition has been expressed on the removal of parking from South Sixth Street between the railroad overpass and Washburn Way. Much of this clamor was purely emotional, in that the existing spaces are limited and the use of these limited spaces averages less than 10 percent.

I know you have a difficult decision to make in the removal of parking and you must live with your constituents. I wish to point out that South Sixth Street is approaching its capacity now. When it reaches the design capacity and starts to effect traffic safety, I will ask the Highway Division Administration to remove parking using its police powers. I do not think this day of parking removal is very far off, with or without the signal at Shasta Way.

The future South Side Bypass is some years off. It will remove certain through trucks and other through traffic. Klamath Falls, however, is a terminal destination and interim destination for people. South Sixth Street will continue to carry heavy traffic. Even normal population growth in Klamath Falls would insure this.

I do not mean this letter as anything but an explanation of the facts and one fact is, we will have to remove parking from South Sixth Street some day and probably soon. In a sense, parking on Sixth Street now is at our sufferance. When we remove this parking, we cannot participate in off-street development of parking for those merchants under present programs.

Yours very truly,

C. M. Williams

Carl M. Williams
Regional Engineer

CMW:mr
encl

[illegible]

8764 8

October 21, 1976

The Honorable Gary L. Wilhelms
State Representative
3869 Madison Street
Klamath Falls, Oregon 97601

Dear Gary:

I share your concerns regarding the items raised by the South Sixth Street Merchants Association relating to parking removal on South Sixth Street in Klamath Falls. You can be assured that all items will be considered and every effort made to minimize any adverse impacts.

Our Region personnel are in contact with the South Sixth Street Merchants Association to work out the concerns of the organization.

We will submit a point-by-point reply to the Association as soon as an economic impact report is available. You will also receive a copy of this reply.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
E. S. Hunter
L. W. Rulien
Carl Williams - Please handle last paragraph. FBK

RAS:mr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
October 18, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Rough Draft Reply for Klaboe
State Rep. Wilhelm's Letter
October 6, 1976
S. 6th St.-Easeside Bypass
Klamath Falls

Attached is rough draft reply to subject letter.

I am in contact with the South Sixth Street Merchants Association and the City, attempting to resolve the concerns of the group.

The whole situation relates to parking removal as part of the South Sixth Street-Eastside Bypass (Shasta Way) project. This is a County/City FAU project with the State doing the engineering.

At this time, the formal hearing has been held but the study report has not been written. The report will not be written until the issues raised by the Merchants Association are answered.

The economic impact issue is being investigated in more depth by our Environmental Section working with the Klamath Falls City Planner. When their investigation is completed, a report will be written answering each of the numbered items in the Merchants Association letter. The report will then become part of the final study report on the project.

RAS:mr

enclosure

RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

HOME ADDRESS
GARY L. WILHELMS
3969 MADISON STREET
KLAMATH FALLS, OREGON 97601

KLAMATH COUNTY
DISTRICT 53

COMMITTEES
MEMBER:
LABOR/BUSINESS AFFAIRS
STATE AND FEDERAL AFFAIRS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

NOTED
H. S. COULTER

October 6, 1976

F. B. Klaboe, Administrator
Highway Division
140 State Highway Building
Salem, Oregon 97310

Dear Fred:

Just in case you haven't already seen a copy of the attached, I thought you'd be interested.

I hope the Highway Division will take all appropriate steps to insure that the objections raised are properly considered before taking any further action on this project.

The points raised deserve thorough consideration by all parties involved.

Thanks for your time.

Sincerely,

Gary

Gary L. Wilhelms
State Representative
District 53

to Carl Wm
10 '' [illegible]
cy RLS

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
Region 4
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT OPERATIONS
OCT 8 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

South Sixth Street Merchants Association
2200 South Sixth Street
Klamath Falls,
Oregon 97601

October 4, 1976

Gary L. Wilhelms, Representative
3869 Madison Street
Klamath Falls,
Oregon 97601

Dear Gary:

RE: Removal of parking on South Sixth Street

We the businessmen, property owner's, worker's and citizens of the affected area are requesting answers from the State of Oregon on the following questions, presented below, in reference to the removal of parking on South Sixth Street by the State Highway Division.

1. What is the State of Oregon going to do about the safety and welfare of the citizen using the public sidewalks of South Sixth Street in the affected area in the winter?

At the City Council meeting held on August 9, 1976, it was pointed out to the State Highway Division that there now exists a very serious problem of public safety. The snow, slush and gravel being thrown from passing traffic on to the front of buildings (in some locations) in excess of six feet in height is a hazard for the citizen using these sidewalks during the winter. He, as well as the buildings are covered, pelted and splashed by the passing traffic. What will happen when this traffic is moved even closer (two feet from curb) at 35 miles per hour? (State Highway Division answered with "No comment."

2. What is the State of Oregon going to do to protect the citizen using the public sidewalks of South Sixth Street against the obvious danger of traffic moved closer to the sidewalks, when a natural barrier of distance and parked cars and trucks are removed?

Also pointed out to the State Highway Division at the City Council meeting of August 9, 1976, was the fact that in the past, automobiles have crashed into several business' in the area

causing damage to store fronts. Question, "What will happen when parking is removed and the traffic is moved even closer at 35 miles per hour?" (The State Highway Division answered "No comment.")

3. What does the State of Oregon plan to do about snow and ice removal from the sidewalks in the affected area? At the present time, business' are required by a city ordiance to remove snow and ice. If traffic is moved closer, snow and slush will accumulate many times greater, causing a hardship to business' having to supply time, money and man hours for snow removal.

4. What gives the State Highway Division the right to cause the closure of some business' and probable unemployment for the citizen's working in the affected area, solely for the movement of traffic, while other state agency's are telling citizen's that (Small business is the backbone of our country and that we need to come up with more jobs for the unemployed)?

5. Why did the State Highway Division hold a public meeting on this issue when at this very meeting they stated:
    1. If they want to remove parking they will.
    2. If they do not remove parking from South Sixth Street the Shasta Way project will not receive the funds needed to complete that project.

Was this meeting actually "Appeasement for the peasants?"

6. Why did the State Highway Division completely ignore any personal contact with business' and citizens in the affected area during the two years or longer that this project has been on the drawing boards?

Is this what is called citizen participation in government?

7. Why did the State Highway Division make a comment in a letter to the City of Klamath Falls, dated August 12, 1976, that public input was "purely emotional" and the input was "clamor"?

Haven't the citizen's, property owner's, businessmen and worker's the right to express these problems and receive fair logical answers without being wrote off like this?

8. What is going to be done, if anything, in the affected area about the inadequate storm drains that will not handle run off at the present time? Moving traffic into this standing water and slush will greatly aggravate the present problem of insuffient drainage.

9. Why did the State Highway Division completely ignore any other suggestions to this problem, such as a no left turn at Shasta Way and a deeper turn pocket at Washburn Way?

In summary we feel we are being dealt with from a "stacked deck." Is the movement of traffic from point "A" tp point "B" more important than the human needs and safety of the citizens of this community? We also wonder if the State of Oregon is aware of the loss of taxes there would be if the taxpayers affected by these restrictions lose their earning capabilities? We would appreciate an investigation of this matter and the States assistance in finding an impartial solution.

Yours very truly,

South Sixth Street Merchants Association

John J. Withey
John Withey
President

Steven P. Hosp
Steven Hosp
Vice President

Jim Adair
Jim Adair
Secretary

8764

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 13, 1976

In reply refer to: 1041B.4

SUBJECT: Project Re-Assessment
S. Sixth St.-E. Side Bypass
(FAUS 2298)
Klamath Falls

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project reassessment submitted with Mr. Rulien's August 26, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Horner
for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8764

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 2, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project M-2298
USBR "A" Canal Bridge No. 16259

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

Preliminary bridge plans submitted with Mr. Wallace's letter, dated April 1, 1976, are approved.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 3 '76
REF TO
Frees Hart cy Rulien
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

8764

File BR 16259

8

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 26, 1976

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

USBR "A" Canal Br. at Shasta Way
So. 6th St.-E.Side Bypass (Klamath Falls) Sec.
FAU 2298 - Shasta Way
Klamath Co.
Oregon Project M-2298
Your File No. 1041 BR.1

Your memorandum of May 12, 1976 asked us to consider the possibility of adding four feet to the width of this bridge.

We have checked with out Location Section which in turn checked with the Region and the conclusion was that the roadway section in this area should be 40 feet which will control the width of the bridge as shown on our submittal of April 1, 1976.

The precast slab span structure is adaptable to widening in the future.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. M. Williams w/encl.

RECEIVED
MAY 26 1976

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8764

8

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 12, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project M-2298
USBR "A" Canal Br - No. 16259

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Wallace's letter, dated April 1, 1976, transmitted preliminary plans for this project.

✓ The present traffic on this route is 3800 ADT and will be 6000 in 1995. This requires a minimum 40' roadway which you have provided. Have you considered the possibility of adding 4 additional feet to this section to have a section that could be revised to a four lane configuration in the future. This appears possible within the right-of-way limits at the bridge.

For G. L. Green

RECEIVED
STATE HWY ENGR

MAY 14 '76

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Review

8764

File BR 16259

8

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 1, 1976

RECEIVED
STATE HWY ENG
APR 2 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

USBR "A" Canal Br. at Shasta Way
S. 6th St.-E. Side Bypass (Klamath Falls) Sec.
FAU 2298 - Shasta Way
Klamath County

Enclosed are two prints each of Drawings 31231 and 31171 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies each of the hydraulic data sheet and the foundation recommendation.

The alignment, elevation, roadway width and walks are in accordance with the requirements for this project. The length of the bridge was established to span the canal.

A precast prestressed slab three-span bridge supported by precast prestressed piles was selected as the most economical and the fastest to construct. The street will be closed during construction. Membrane waterproofing will be used on this bridge.

The estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $122,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

JMT/ag
Encls.
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. M. Williams w/prints -
DWGS. 31231 & 31171

DEPARTMENT OF TRANSPORTATION

8764-

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 16, 1975

FILE: ~~PRO 4-3~~

FROM: for L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
S. 6th St.-East Side Bypass
Klamath County

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 7-17-75

RECEIVED
STATE HWY ENGR
JUL 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-17-75
ORIGINAL TO
L. W. Rulien
w/att.

[illegible] (Rev. 5-73)

.8764

J

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-2298(-)
S. 6th St.-E. Side Bypass
Klamath County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's June 12, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

As is indicated in the assessment, the project is not anticipated to alter the basis access to nor materially change the character of the area. However, due to the large number of abutting property owners who will be affected as a result of the project we recommend that the opportunity for a public hearing be afforded.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-16-75
ORIGINAL TO
L. W. Rulien
to handle.

8764

8

May 5, 1975

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5286

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Klamath Falls, Klamath County and the Highway Division covering the South Sixth Street-East Side Bypass Urban System Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files and we are forwarding the same to the City of Klamath Falls.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (Conf. agree. att.)

8

TRANSACTION NUMBER 2-100

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTME
OREGON

BY (Signature)
L.W.RULIEN'S FEBRUA

TITLE
PROJECT MANAGEMENT

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 22 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
22	M-2298(1)	0.93	15,000	11,700	LOCATION SOUTH 6TH STREET - EASTSIDE BYPASS (KLAMATH FALLS) SECTION. KLAMATH COUNTY STATE OF OREGON.

PRE
ENG

NOTED
E. S. HUNTER

RECE
STATE HW
FEB 2 4
REFER
Hunt
FOR
Info Invest R/D D-R

2-21-75

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S FEBRUARY 13, 1975 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHA PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

2-24-75
ORIGINAL TO
L. W. Rulien

RECE
FEB 2
OFFIC
ASSISTANT STATE

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-21-75	SIGNATURE AND TITLE G. L. GREEN, DIVISI

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as cre tion on the part of the Federal Government to provide Federal funds for the undertaking.

8764

FORM PR-48
(Rev. 6-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

QUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-21-75

BY (Signature): L.W.RULIEN'S FEBRUARY 13, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

FEDERAL FUNDS ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 2
ITEM NOS. 22 THRU ______

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
0.93	15,000	11,700	**LOCATION:** SOUTH 6TH STREET - EASTSIDE BYPASS (KLAMATH FALLS) SECTION. KLAMATH COUNTY STATE OF OREGON. **WORK:** PRELIMINARY ENGINEERING

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO Hunter
FOR
Info | Inves | R.D | O.R | Sign | Act ✓

N'S FEBRUARY 13, 1975 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF
NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

2-24-75
ORIGINAL TO
L. W. Rulien

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED
AND TITLE

APPROVED
DATE: 2-21-75
SIGNATURE AND TITLE
G. L. GREEN, DIVISION ENGINEER

on to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
nment to provide Federal funds for the undertaking.

GPO 915-890

8

Pro 6-2

Robert W. Straub
XXXXXXXXXX

February 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2298(1)

We are submitting program data for one Urban System preliminary engineering program Item No. 22, Project No. M-2298(1) "S. 6th St.-E. Side Bypass (Klamath Falls) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

Encl.

CL:wn

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-13-75

FEDERAL-A

(F

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., S 6th St. to E. Side Bypass (K. Falls) 65	**ADT**	PRESENT 3,800	FUTURE 6,000 (66) (70)
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 26 62	NATL. FOREST (63) (65)	[redacted]	EMERG. YR. (72) (73)	PL (74
CARD	CLASS OF FEDERAL FUNDS Urban System				COUNTY NAME Kl
	NAME OF URBAN AREA 17-21 Klamath Falls			ROUTE NO. U	FEDERA 229

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	 FEDERAL FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City St., S. 6th St. to E. Side Bypass, S.R. 39, (Klamath Falls)	0.93	15,000	11,700
5					**ROW**					
5					**CONST** (CODE)		"S. 6th St.-E. Side Bypass (Klamath Falls) Section"			

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.93	15,000	11,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ils)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		3,800	6,000	95	10	Oregon	41	W32	22

ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER	NUMBER	SEQ. NO.	POST MI.	DESIG.
		M-	2298	(1)		

COUNTY NAME: Klamath | CODE: 035

ROUTE NO.: U | FEDERAL-AID: 2298 | STATE: City St. | U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.93	15,000	11,700	1,650	825(city) 825(co.)	Preliminary Engineering. All Phases.
					(Future construction necessary to widen the existing facility to a 40-53 foot curbed section, install traffic signals & const. 70' bridge.)
					ROW - 60' min.; Access Control- None; Parking Restrictions- None.
0.93	15,000	11,700	1,650	1,650	

REMARKS

-over-

USCOMM-BUPR-DC

S. 6th ST.-E. SIDE BYPASS (KLAMATH FALLS) SECT

PROJECT NO. M-2298(1)

REMARKS - continued

Data for PR-37:

Prel

Existing Facility:

Roadway: 22-foot A.C. Surface with 1' shoulders.
Structure: USBR Main Canal Bridge; 70' timber span; 28' HC.

Project Data: The work under this project consists of all phases of preliminary engineering for the proposed future construction necessary to widen the existing facility to a 40 to 53-foot curbed section with 7-foot sidewalk/bikeway, installation of traffic signals, and construction of a 70-foot reinforced concrete bridge over the USBR Main Canal.

Note: There may be portions of the preliminary engineering performed by City of Klamath Falls engineering forces.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

Right-of-Way: No additional required.

FHPM 7-7-5 Requirements: No public hearing required under the provision of para. 6c.

IM 50-1-70 Requirements: Exempt from State Clearinghouse A-95 review per working agreement dated April 28, 1970. District 11 does not as yet have a functioning clearinghouse.

FHPM 7-7-2 Requirement: An appropriate environmental statement will be submitted under separate action.

Note: This project is in Congresstional District No. 2.

S. 6th ST.-E. SIDE BYPASS (KLAMATH FALLS) SECTION

PROJECT NO. M-2298(1)

shoulders.
0' timber span; 28' HC.

ists of all phases of
construction necessary
ot curbed section with
c signals, and con-
ge over the USBR Main

engineering performed

opment, Historical and

equired under the provision

earinghouse A-95 review per
ict 11 does not as yet have

onmental statement will be

ict No. 2.

Data for PR-37:

Preliminary Engineering

Field Work	$10,000
PS & E Preparation	5,000
Total	$15,000

8764

8

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 22, 1975

TO: Mr. C. M. Williams
Region 4 Engineer
Bend

RE: Approved Urban System Projects (2)
Oregon Avenue and Shasta Way
Klamath Falls Urban Area

Richard Unrein

FROM: Richard Unrein
Urban Engineer
County-City Unit

Attached are two copies each of a summary and description of two Urban System projects in the Klamath Falls urban area. The Transportation Commission approved these projects at its January 22, 1975 meeting.

Please inform the local officials of the project approvals. They should be reminded that present Urban System funds are insufficient to fund the entire Shasta Way project, and it may have to be cutback if additional funds are not available at construction time. Please initiate an "Authority for Survey" for this project. All preliminary engineering will be a participating Federal Aid item.

We have drafted an agreement to cover the Urban System funding of the Oregon Avenue project and will forward it to you as soon as it has been prepared in final form.

RU:scr

Attachment

cc w/att: E. S. Hunter
L. W. Rulien
V. E. Skoog
L. E. George
J. H. Versteeg
J. B. Boyd
W. J. Hart
C. T. Keasey
R. E. Royer
Victor Wolfe
Gary Potter
Dave Carter, FHWA

CITY OF KLAMATH FALLS
AND KLAMATH COUNTY
Proposed Urban System Project

S. 6th Street-E. Side Bypass (Klamath Falls) Section
Shasta Way FAU 2298
Grading, paving, structure, signals; 0.93 mile; $610,000

This project entails all the necessary work and costs to widen and improve Shasta Way.

Perform all necessary engineering.

Construct 40 to 53-foot curb-to-curb street section with 7-foot sidewalk/bikeway.

Provide necessary illumination and traffic signals.

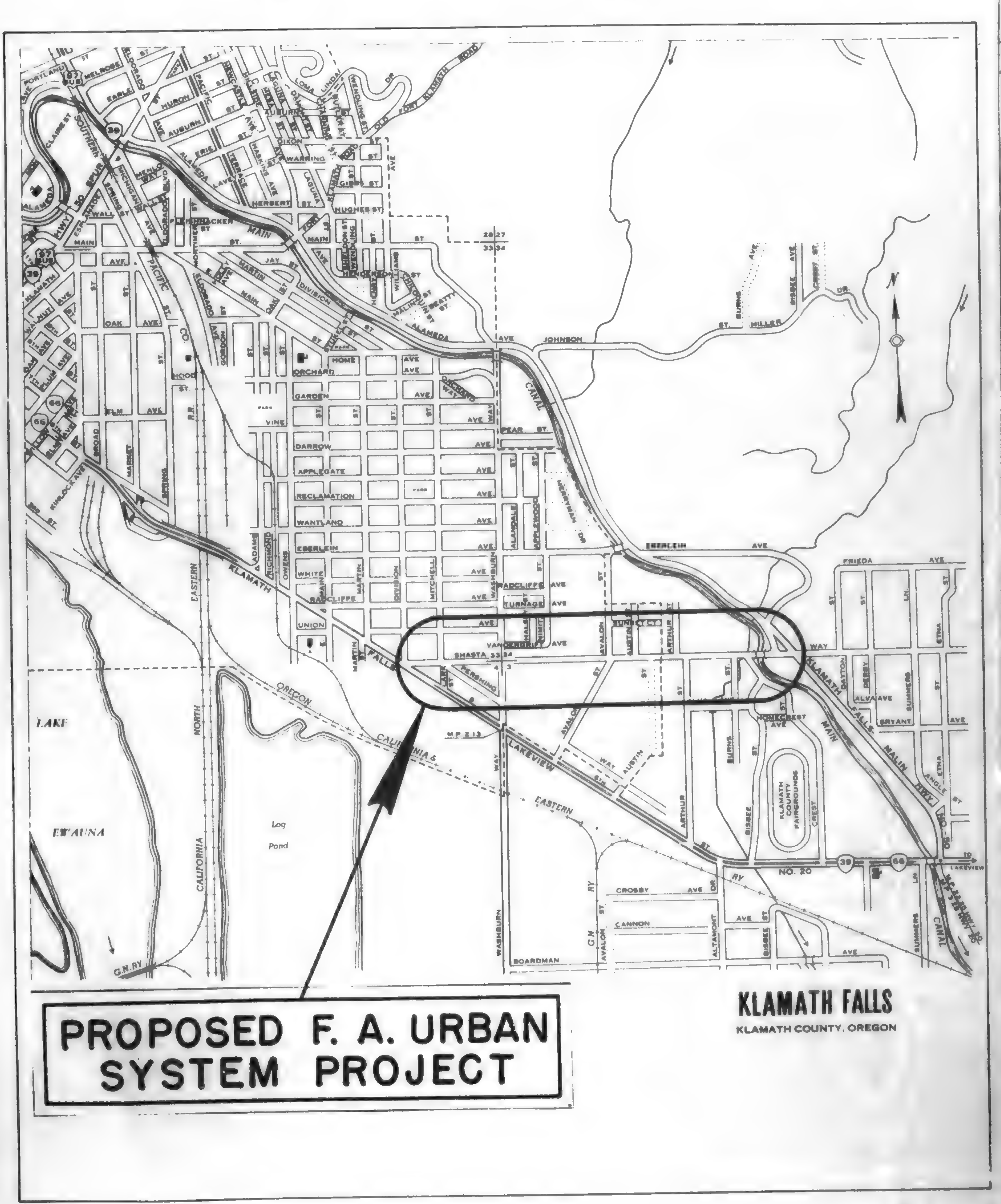
Provide necessary structures.

75-a
1/9/75

SUMMARY, URBAN SYSTEM FUNDS
Proposed FAUS Projects

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE SHARE
Corvallis	NW Witham Hill Dr.-NW Lantana Dr. NW Circle Blvd FAU 2110	$170,000	$ 132,600	$ 18,700
Corvallis	NW Kings Blvd-NW Highland Dr. NW Walnut Blvd FAU 2120	245,000	191,100	26,950
Klam. Falls & Klamath Co.	S. 6th St.-E. Side Bypass Shasta Way FAU 2298	610,000	475,800	67,100
Klam. Falls	Tunnel St.-Biehn St. Oregon Ave. FAU 2363	145,000	113,100	15,950
Lane County	Beltline Rd (FAU 1035) @ Coburg Rd	1,050,000	819,000	115,500
Lane County	Irvington Rd-Maxwell Rd Prairie Rd FAU 1375	475,000	370,500	52,250
	TOTAL NEW PROJECTS	$2,695,000	$2,102,100	$296,450

75-a
1/9/75



KLAMATH FALLS

KLAMATH COUNTY, OREGON

PROPOSED F. A. URBAN SYSTEM PROJECT

8764

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1975

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT F.A. Urban System Project Requests

Presented for your consideration at the January 22 meeting will be six requests for approval of Urban System projects.

The City of Corvallis is requesting two projects to construct new segments of Circle and Walnut Boulevards in the north portion of the City.

Klamath County and the City of Klamath Falls have submitted a joint request to widen a 0.93-mile portion of Shasta Way. Another request is from the City to use Urban System funds to complete the TOPICS project on Oregon Avenue that was approved by the Transportation Commission March 6, 1973.

Lane County has submitted two projects. One will provide a diamond interchange at the intersection of Beltline Road and Coburg Road. The other project will widen a 1.8-mile segment of Prairie Road in northwest Eugene.

Federal Urban System funds for these projects are estimated at $2,102,100 with the State providing approximately $296,450 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of them and request authority to sign the project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
A. Shirley, Jr.
C. M. Williams
Jack Graham
Gary Sund

RU:ljt dpy

8764 S. 6th St.-Eastside Bypass 197
(Klamath Falls) Sec. of Shasta
Way (Gr, pave, struc & sign) #2

8764

8

PRO 6-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1977

RECEIVED
STATE HWY ENGR
JUN 15 '77
REFER TO
FOR

Info	Invsg	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Location/Design Approval
Project No. M-2298(-)
S. 6th St.-E. Side Bypass (Klamath Falls) Section
Shasta Way
Klamath County

We request your approval of the location/design described in the enclosed Study Report for the subject project.

FHWA concurred on July 14, 1975, September 13, 1976 and January 10, 1977 respectively, that this is a nonmajor action project.

District 11 Clearinghouse is nonfunctioning, and the project is exempt from State Clearinghouse A-95 review under working agreement, for this is a TOPICS type project.

The Highway Division and local authorities, having considered all the data, as well as the social, economic and environmental effects, have concluded that the location/design, as set forth in the enclosed Study Report is suitable for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media. A copy of the request to the news media for publication, was forwarded previously.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering programmed under Project No. M-2298(1), at an additional estimated cost of $5,000 with obligation of $4,290 in federal funds.

JLG:dpy

Enclosure

cc: H. S. Coulter
F. E. Terpin
Gary Potter
J. H. Versteeg
W. J. Hart
Carl M. Williams (Region 4)
W. Wakerlig
Ben L. Gifford

8764

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section:	S. 6th St.-East Side Bypass (Klamath Falls)	Date	June 8, 1977
Highway:	F.A.U.S. 2298	Ten Year Traffic Coefficient	6.6
County:	Klamath	18 kip s.a. per day	18.9
Prefix:	318-1910	R value	7
Res. Engr.	E. J. Dunn	Frost Penetration	30"±
		CBE Total Requirement	22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C.	7.0
12.0"	L.T.S.	12.0
17.0"		22.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

NOTED
[illegible]OR C. HOLMES

within a few feet from the sidewalk, the slush would be strong enough it would knock people off their feet. I wonder who will be willing to pick up the lawsuits when somebody is knocked off their feet and has a broken leg or possible killed by flying ice.

Mayor....Thank you. Melvin Carlson.

Melvin Carlson.... Melvin Carlson, Carlson Furniture. We were with Gino when the 4 lane highway was built. We are against stopping the parking on South Sixth St. I think all the points have been made. There is one thing that hasn't been. I think the biggest traffic congestion on South Sixth St. is not at Shasta Way and South Sixth. The biggest congestion is at Washburn Way and South Sixth. I have actually seen cars sitting waiting backed up from Washburn Way to Shasta Way. They want to improve the traffic along South Sixth St. They would improve that intersection and it would take care of a big problem. Thank you.

Mayor....Thank you. That's all that I have on my list. Is there anybody else who wishes to speak that has something new to offer?

Walt Badorek.... Sixth St. Steel Company. I wonder if it would be permissible to ask Mr. Lindstrom some questions here?

Mayor....Direct them through the chair, yes.

Badorek.... Well really I don't think all the problems here tonight have been discussed really. One thing I'd like to know is I think everybody in this room is impressed by the presentation the State Highway Commission has made, but I'd like to know how many hours they spent on their presentation before they got here, I assume a long time.

Mayor....What's the relevant point?

Badorek.... They prepared a very impressive presentation and have been working on this probably since 1973. I'd like to also find out if they went to these different individuals. I've been on Sixth St. for a long time. Did they go see individuals whose business is going to be either ruined or closed because of no parking. Have they gone to those individuals and asked them any way they could help them to eliminate the problem that is going to be presented if they do eliminate the parking on Sixth. What work has been done as far as the State is concerned.

ice.

Mayor....Thank you. Melvin Carlson.

Melvin Carlson.... Melvin Carlson, Carlson Furniture. We were with Gino when the 4 lane highway was built. We are against stopping the parking on South Sixth St. I think all the points have been made. There is one thing that hasn't been. I think the biggest traffic congestion on South Sixth St. is not at Shasta Way and South Sixth. The biggest congestion is at Washburn Way and South Sixth. I have actually seen cars sitting waiting backed up from Washburn Way to Shasta Way. They want to improve the traffic along South Sixth St. They would improve that intersection and it would take care of a big problem. Thank you.

Mayor....Thank you. That's all that I have on my list. Is there anybody else who wishes to speak that has something new to offer?

Walt Badorek.... Sixth St. Steel Company. I wonder if it would be permissible to ask Mr. Lindstrom some questions here?

Mayor....Direct them through the chair, yes.

[illegible]dorek.... Well really I don't think all the problems here tonight have been [illegible]ussed really. One thing I'd like to know is I think everybody in this room [illegible]s impressed by the presentation the State Highway Commission has made, but I'd like to know how many hours they spent on their presentation before they got here, I assume a long time.

Mayor....What's the relevant point?

Badorek.... They prepared a very impressive presentation and have been working on this probably since 1973. I'd like to also find out if they went to these different individuals. I've been on Sixth St. for a long time. Did they go see individuals whose business is going to be either ruined or closed because of no parking. Have they gone to those individuals and asked them any way they could help them to eliminate the problem that is going to be presented if they do eliminate the parking on Sixth. What work has been done as far as the State is concerned.

Mayor....I can't answer for the State. Would you like to respond to that?

Sandmann.... Yes, I'd like to answer that. That's the reason for the meeting tonight. The main reason for the meeting tonight is to get public input. We went through and got the basic information that's needed and worked up these maps, granted, we spent some time on it. We had to get the information, and what we're getting now is from the locals involved with the situation.

Badorek....Let's assume that you have this hearing tonight and let's just assume that whenever the Council has a vote that they vote to eliminate the parking on South Sixth. How long would it be before that parking was completely eliminated?

Sandmann... It's part of the Shasta Way project, and it would be done in conjunction with that project. We estimate a possible letting sometime late this year and it would probably be a year's time before the whole project is completed.

Badorek....Do you think that gives these people enough time to get off-street parking?

Sandmann... This depends on the merchants and the people involved.

Badorek.... The point I'm making here is the fact that I feel the basic problem is that everyone realizes that parking on Sixth St. is in jeopardy, but let's go to a few instances. I've lived here, I can say all my life, just go to Carlson Furniture, for instance. Now there is an alley behind Carlson Furniture that maybe could become condemned. If anyone went to see them to see if we could get that alley condemned, maybe so we could get some parking from Carlson Furniture there instead of wiping the parking out. This is the type thing I think has to be done before we eliminate the parking. Now Mr. [illegible]er there runs the Gun Shop. I stopped at his place. If by fall we eliminate this parking, has the State done anything to help him get some additional parking or help him get anything zoned he can buy?

Sandmann.... Curbside parking is not written in as a right by law. I think everybody recognizes that. As long as that street is not needed for other use, generally your City streets allow enough for curbside parking. Eventually, though, such as in the situation along South Sixth, you have such a volume of traffic that in order to compromise or try to improve the flow of traffic through the area and minimize the conflicts something has to give. This is the result of that. We recommend

Mayor...I can't answer for the State. Would you

Sandmann.... Yes, I'd like to answer that. That's the reason for the meeting tonight. The main reason for the meeting tonight is to get public input. We went through and got the basic information that's needed and worked up these maps, granted, we spent some time on it. We had to get the information, and what we're getting now is from the locals involved with the situation.

Badorek....Let's assume that you have this hearing tonight and let's just assume that whenever the Council has a vote that they vote to eliminate the parking on South Sixth. How long would it be before that parking was completely eliminated?

Sandmann... It's part of the Shasta Way project, and it would be done in conjunction with that project. We estimate a possible letting sometime late this year and it would probably be a year's time before the whole project is completed.

Badorek....Do you think that gives these people enough time to get off-street parking?

Sandmann... This depends on the merchants and the people involved.

Badorek.... The point I'm making here is the fact that I feel the basic problem is that everyone realizes that parking on Sixth St. is in jeopardy, but let's go to a few instances. I've lived here, I can say all my life, just go to Carlson Furniture, for instance. Now there is an alley behind Carlson Furniture that maybe could become condemned. If anyone went to see them to see if we could get that alley condemned, maybe so we could get some parking from Carlson Furniture there instead of wiping the parking out. This is the type thing I think has to be done before we eliminate the parking. Now Mr. [illegible]er there runs the Gun Shop. I stopped at his place. If by fall we eliminate this parking, has the State done anything to help him get some additional parking or help him get anything zoned he can buy?

Sandmann.... Curbside parking is not written in as a right by law. I think everybody recognizes that. As long as that street is not needed for other use, generally your City streets allow enough for curbside parking. Eventually, though, such as in the situation along South Sixth, you have such a volume of traffic that in order to compromise or try to improve the flow of traffic through the area and minimize the conflicts something has to give. This is the result of that. We recommend

that the parking be removed along South Sixth to help improve the flow of traffic and safety to everyone who uses it, as well as minimizing the conflicts you run into all the time.

Badorek.... You're talking about eliminating parking so that you can have safer traffic down through South Sixth.

Sandmann.... This is to get the conflict of the left turn vehicles out of the thoroughfares.

Badorek.... Am I correct?

Mayor.... Walt, could you keep this out of the context of a debate?

Badorek.... What I'm saying, Mayor, is the fact that the State did all these studies, which is real fine, then they come along and have a meeting and ask the people who use this property for 35 years, in 3 or 4 months they want to dispense with this parking. They're trying to protect the motorist, but they really, as far as I'm concerned, haven't made an effort to protect the citizen and taxpayer and employer. Now this is the point that I want to make, I think the solution to the problem is to give these people on South Sixth Street a moratorium and let the City and State work together to get parking. On the other side of the street, over there by the Trophy Shop, just this side there's a building there and there used to be a business there, but when they put the yellow line there it took their parking away and at the present time that building is vacant. Now, they didn't mention that. What I'm saying is I think we ought to all work together and give these people on South Sixth a chance to operate their businesses, then we can take care of our traffic problems. Thank you.

Mayor....Thank you. Someone else had their hand, Yes.

Jean Hollinger... I am an employee of Merit's Appliance. We are not directly on South Sixth but we are pulling for South Sixth, and I do feel that the left turn lane should be extended down to Owens because they use Owens as a through street to East Main for turn around and there have been many, many tail-end accidents there. I come down there myself.

that the parking be removed along South Sixth to help improve the flow of traffic and safety to everyone who uses it, as well as minimizing the conflicts you run into all the time.

Badorek.... You're talking about eliminating parking so that you can have safer traffic down through South Sixth.

Sandmann.... This is to get the conflict of the left turn vehicles out of the thoroughfares.

Badorek.... Am I correct?

Mayor.... Walt, could you keep this out of the context of a debate?

Badorek.... What I'm saying, Mayor, is the fact that the State did all these studies, which is real fine, then they come along and have a meeting and ask the people who use this property for 35 years, in 3 or 4 months they want to dispense with this parking. They're trying to protect the motorist, but they really, as far as I'm concerned, haven't made an effort to protect the citizen and taxpayer and employer. Now this is the point that I want to make, I think the solution to the problem is to give these people on South Sixth Street a moratorium and let the City and State work together to get parking. On the other side of the street, over there by the Trophy Shop, just this side there's a building there and there used to be a business there, but when they put the yellow line there it took their parking away and at the present time that building is vacant. Now, they didn't mention that. What I'm saying is I think we ought to all work together and give these people on South Sixth a chance to operate their businesses, then we can take care of our traffic problems. Thank you.

Mayor....Thank you. Someone else had their hand, Yes.

Jean Hollinger... I am an employee of Merit's Appliance. We are not directly on South Sixth but we are pulling for South Sixth, and I do feel that the left turn lane should be extended down to Owens because they use Owens as a through street to East Main for turn around and there have been many, many tail-end accidents there. I come down there myself.

Mayor....Thank you. Is there someone else?

Durant.... May I give one final comment? I am sure it has occurred to Council that the big traffic rush is after the downtown and Weyerhaeuser gets off work. What you're talking about doing is eliminating the parking for City people for suburban people to get home. I just wonder if that sounds legitimate.

Knudson.... One thing more I'd like to say. I've never been to a meeting like this before, so you'll have to excuse me, but the thing that impressed me more is the State basically is telling us how to run our City, and I don't mean that facetiously. What I'm trying to say is they won't give us the money if we don't do it this way, and personally, I think this is wrong for the government to do. Why can't we go through our Council and try to do something a better way and there are other alternatives to this, before you turn around and say you're going to take all that money away from us.

Withey.... T.V. City. Nobody has brought up the point that a no left turn sign could be hung right on South Sixth St. as you go out to the South Suburbs. It could completely eliminate this problem. Has anybody given any thoughts to this? It's just an idea, but it would eliminate all these problems right in our area and make the traffic on down where the signals are where people can cross over and go right on out Shasta Way. Thank You.

Mayor....Thank You.

Councilman Douglas.... Mr. Mayor, I'd like to direct a question to the fellow with the red shirt on. I have to take exception to the statement he made about wasting the taxpayers' money. It is my decision, and my opinion only that you haven't exhausted all sources of your expertise. If you have, I think an outside firm should be called in. For the simple reason that you have taken the"Seigfreid Line" cement out there in the center, and take your traffic down to Washburn Way and do what you want with it there and let the traffic come off of Shasta Way come out there, and leave the parking on there. I don't think you have exhausted and used all your initiative yet and all your know-how, and if you have it's too bad, but you're wasting the taxpayers' money, we're wasting the taxpayers' money, and I'm part of it.

Mayor....Thank you. Is there someone else?

Durant.... May I give one final comment? I am sure it has occurred to Council that the big traffic rush is after the downtown and Weyerhaeuser gets off work. What you're talking about doing is eliminating the parking for City people for suburban people to get home. I just wonder if that sounds legitimate.

Knudson.... One thing more I'd like to say. I've never been to a meeting like this before, so you'll have to excuse me, but the thing that impressed me more is the State basically is telling us how to run our City, and I don't mean that facetiously. What I'm trying to say is they won't give us the money if we don't do it this way, and personally, I think this is wrong for the government to do. Why can't we go through our Council and try to do something a better way and there are other alternatives to this, before you turn around and say you're going to take all that money away from us.

Withey.... T.V. City. Nobody has brought up the point that a no left turn sign could be hung right on South Sixth St. as you go out to the South Suburbs. It could completely eliminate this problem. Has anybody given any thoughts to this? It's just an idea, but it would eliminate all these problems right in our area and make the traffic on down where the signals are where people can cross over and go right on out Shasta Way. Thank You.

Mayor....Thank You.

Councilman Douglas.... Mr. Mayor, I'd like to direct a question to the fellow with the red shirt on. I have to take exception to the statement he made about wasting the taxpayers' money. It is my decision, and my opinion only that you haven't exhausted all sources of your expertise. If you have, I think an outside firm should be called in. For the simple reason that you have taken the"Seigfreid Line" cement out there in the center, and take your traffic down to Washburn Way and do what you want with it there and let the traffic come off of Shasta Way come out there, and leave the parking on there. I don't think you have exhausted and used all your initiative yet and all your know-how, and if you have it's too bad, but you're wasting the taxpayers' money, we're wasting the taxpayers' money, and I'm part of it.

Badorck.... Just one more thing, I think there's a misconception in the room. The State says they wouldn't give us the money, but I think everybody realizes that we gave it to them first and all they're going to do is give it back.

Mayor....Well, we're getting a lot of points in here besides traffic flow. Is there anyone else that wishes to speak on the particular project that's before us tonight?

Withey.... Mayor, I'd like to say one more thing on traffic flow. Every since they cut off two lanes over the viaduct, I think everybody here has noticed that traffic has been much lighter on South Sixth. Considerably. The question is where does the traffic go? It's just a point to ponder, but this has been a reality every since they cut off the viaduct and that's a fact.

Mayor.... Is there anyone else who wishes to speak?

C.M. Gilmore.... I am C. M. Gilmore. I own the property south of South Sixth St. occupied by Walt's Boats & Motors. At the most, if he parks volkswagens, he can get three in the front of his building. Two, if he gets a normal car. I feel that this no parking on South Sixth St. is going to reduce my investment substantially. I feel that the parking there is quite vital for the tennant of my building. I come up here in town and drive from Seventh St. I have to come clear down to Fifth, I cannot go down Sixth like I used to. Why can't they go down South Sixth to Washburn Way and then go over to Shasta Way. They don't have to turn right there at Shasta Way and South Sixth. If you can go a couple blocks in order to get to the one block you want to go to up here in town, they can go the two blocks down there. But, let's let the businesses survive. Fortunately, when I built my building, I was told I had to have 14 parking spaces, which I provided. I couldn't build a building the size I wanted to but I had to allow for 14 parking spaces in the back. Well, people won't use them. If they can't park right in front, they won't stop. I implore you to turn this matter down.

Mayor....Anyone else who wishes to speak, Yes --

Fred Tucker.... Every day when I eat at home I'm looking at the Shasta Way interchange. I remember when Safeway was operating there and I remember the variety store was operating there. I remember when that damn carnival was there. We are in 1000% better shape than we were at that time. When we first moved out there

would hazard a guess that we had a wreck a week;

Mayor....Well, we're getting a lot of points in here besides traffic flow. Is there anyone else that wishes to speak on the particular project that's before us tonight?

Withey.... Mayor, I'd like to say one more thing on traffic flow. Every since they cut off two lanes over the viaduct, I think everybody here has noticed that traffic has been much lighter on South Sixth. Considerably. The question is where does the traffic go? It's just a point to ponder, but this has been a reality every since they cut off the viaduct and that's a fact.

Mayor.... Is there anyone else who wishes to speak?

C.M. Gilmore.... I am C. M. Gilmore. I own the property south of South Sixth St. occupied by Walt's Boats & Motors. At the most, if he parks volkswagens, he can get three in the front of his building. Two, if he gets a normal car. I feel that this no parking on South Sixth St. is going to reduce my investment substantially. I feel that the parking there is quite vital for the tennant of my building. I come up here in town and drive from Seventh St. I have to come clear down to Fifth, I cannot go down Sixth like I used to. Why can't they go down South Sixth to Washburn Way and then go over to Shasta Way. They don't have to turn right there at Shasta Way and South Sixth. If you can go a couple blocks in order to get to the one block you want to go to up here in town, they can go the two blocks down there. But, let's let the businesses survive. Fortunately, when I built my building, I was told I had to have 14 parking spaces, which I provided. I couldn't build a building the size I wanted to but I had to allow for 14 parking spaces in the back. Well, people won't use them. If they can't park right in front, they won't stop. I implore you to turn this matter down.

Mayor....Anyone else who wishes to speak, Yes --

Fred Tucker.... Every day when I eat at home I'm looking at the Shasta Way interchange. I remember when Safeway was operating there and I remember the variety store was operating there. I remember when that damn carnival was there. We are in 1000% better shape than we were at that time. When we first moved out there some 15 years ago, 17 years ago, I would hazard a guess that we had a wreck a week;

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Cherry St.-Wallowa Lake Hwy.

Highway: F.A.U. 4680 & 4755

County: Union

Prefix: 331-1926

Res. Engr. J. A. Schlieski

Date July 15, 1977

Ten Year Traffic Coefficient 6.5

18 kip s.a. per day 16.5

R value 10

Frost Penetration 30"±

CBE Total Requirement 20.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.	4.0
8.0"	A.C.B.	16.0
12.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

8764 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

May 17, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: South Sixth Street-East Side
Bypass
Shasta Way (FAUS 2298)
Klamath County

We have completed the corridor-design hearing study report for the subject section, incorporating the changes suggested by Region 4. A copy of the report, with attachments, is enclosed.

If you agree with our recommendations, please approve the report and return the entire package to this office for further processing.

Enc.
WAE:mc

Rakien (2)
Central File ✓
Location (w/o attach)
Keyes
Boyd
Potter
Region 4
District 11
Versteg

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-20-77

RECEIVED
MAY 20 1977
LOCATION SECTION

RECEIVED
STATE HWY ENGR
MAY 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CORRIDOR-DESIGN HEARING STUDY REPORT

SOUTH SIXTH STREET-EAST SIDE BYPASS
SHASTA WAY (FAUS 2298)
KLAMATH COUNTY

A public hearing for the South Sixth Street-East Side Bypass Section of Shasta Way (FAUS 2298) was held at 7:30 p.m. August 9, 1976 in the City Hall, Klamath Falls, Oregon. The hearing was conducted by the City Council with Highway Division personnel available as technical assistants. Approximately 75 persons were present.

The project presented at the hearing involved two alternatives. The first was to widen and improve Shasta Way from South Sixth Street to the East Side Bypass and to install a traffic signal and remove parking for a left-turn refuge at the Shasta Way/South Sixth Street intersection. The second included the improvement to Shasta Way; the installation of a traffic signal at the Shasta Way/South Sixth Street intersection, and the removal of on-street parking along South Sixth Street from Adams Street to Washburn Way to provide room for a continuous left-turn lane.

Alignment and grade of the proposed improvement will generally follow that of the existing facility. There will be a minor change in grade at the crossing of the "A" Canal, where a new and wider structure is proposed. Most work will be done within existing right of way, about 600 square feet of new right of way being required. Drainage facilities are adequate for normal runoff, but minor flooding could develop during storms greater than those with a 10-year frequency of recurrence. No families, businesses or nonprofit organizations would be displaced.

Design capacity of the existing street is 4800 vehicles per day between Sixth Street and Washburn Way and 7500 vehicles between Washburn Way and Eastside Bypass. During 1975 the average daily traffic on the section was 6200 vehicles. The projected 1995 average daily traffic is 9600 vehicles. The accident rate for the section is not available.

There was little comment, for or against, at the hearing concerning the basic proposal to widen and improve Shasta Way from South Sixth Street to the Eastside Bypass. However, there was strenuous objection to the proposal to remove parking along South Sixth Street to provide a two-way continuous center left-turn lane. Of fifteen people who spoke at the hearing (including city council members), thirteen opposed both parking removal alternatives. A petition with 21 signatures opposing any removal of parking was also presented.

In view of the objections to remove all on-street parking from South Sixth Street, the Klamath Falls City Council, at their regular meeting on September 20, 1976, approved the reconstruction of Shasta Way and the removal of approximately 30 parking spaces on South Sixth Street to provide for a left-turn refuge at the Shasta Way-South Sixth Street intersection. Six parking spaces might be restored after further study, by agreement with the City.

A minor change in the typical section of the improvement was also made at the request of the Klamath Bicycle Trails Committee. Instead of a combination bikeway-sidewalk on one side only, sidewalks 5.5 feet wide will be provided on both sides of the street. The curb-to-curb paved section will be widened slightly to provide a 4-foot shy lane on each side of the street, next to the curb. This was recommended as a safety feature for bicycle traffic.

The City Council held a special meeting on March 14, 1977 to approve six further items to allow the project to proceed. These included three things to be done by the State: (1) Solve the drainage problem on the south side of South Sixth Street west of Shasta Way; (2) Install a signal to permit Shasta Way traffic to cross South Sixth Street to the unimproved portion of Shasta Way; and (3) Ensure that the signal allows westbound traffic on South Sixth Street to turn left onto the unimproved portion of Shasta Way. The above items are feasible and will either be incorporated into the design or accomplished by other means. The City will take action to notify the Highway Division that it has no objection to the sale to adjoining merchants of the triangular piece of land owned by the State at the southwest corner of the intersection of South Sixth Street and Shasta Way. In addition, the City will authorize a reduction of sidewalk width to five feet in front of Adair's Furniture, which will allow about 100 feet of on-street parking in that vicinity. The City will also prohibit left turns from Shasta Way onto South Sixth Street which will decrease the amount of parking space elimination needed to accommodate a storage lane.

The staff of the Highway Division recommends location and design approval for the project with the changes described above.

WAE:mc
5/9/77

Attachments: Hearing Transcript
Hearing map
Traffic Study
Correspondence from Klamath Falls City Council, Klamath County Board of County Commissioners and Klamath Bicycle Trails Committee
Economic Study of Effects of Removing Parking on South Sixth Street
Plans, profiles and typical sections

1200 vehicles per day which make a left turn movement. Without the traffic control it reduces your traffic capacity at the intersection, as well as your through traffic. The net effect would be to increase safety by reducing rear-end collisions in each lane on Sixth St. I refer to Exhibit C. By allowing a left-turn refuge, it eliminates your car stopping on Sixth St., as it presently does now, either going to the east or going to the west which will eliminate rear-end and angle collisions in the intersections. Again, the signalization would be pre-timed and inter-locked with the existing traffic signals that you have.

(Transparencies, Overhead Projector) Here is a better "blow up" of the Sixth St.-Shasta Intersection. This is your west movement. There will be a right turn only lane to the City center. This is your westbound lane off of Sixth St. onto Shasta. Coming in to City Center on Sixth St. we have a right turn lane exiting on to Shasta, each of the other lanes remains the same on the inbound lane: This lane which would be City Center side would be for your left turn refuge.

The Shasta Way Project: At the present time we have 6200 vehicles per day. It is projected by 1995 this segment of the system will have reached 9600 vehicles per day. Existing capacity is 4800 west of Washburn Way, and 7500 cars per day east of Washburn Way. The portion of Shasta Way from South Sixth St. to Washburn and Austin St., the approximate boundary of the City limits line to the eastside bypass, we have this typical cross-section. 40 ft. from face of curb to face of curb, two feet of shy distance adjacent to the curb line, 12 ft. travel lanes for east and west bound, and a free left turn twelve foot lane for the left turn. Five ft. sidewalk on the north side, 7 ft. combination sidewalk-bikepath on the south side. That portion of Shasta Way between Washburn and Austin St. has 4 twelve foot travel lanes, two in each direction. Again, for continuity in the system, you have 7 ft. bikepath-sidewalk on the south side and north side a 5 ft. sidewalk and 2 ft. shy distance.

The Shasta Way project consists also of replacing a new bridge across the "A" Canal. Seeding and mulching, landscaping, traffic signing and marking will be included. Drains for storm run-off will be improved to eliminate the problem areas that now exist. We also will upgrade the existing traffic controller at Washburn and Shasta intersection. Currently the City has experienced a high maintenance problem and a high power output to maintain the existing controller. I'd like to conclude my eliminates your car stopping on Sixth St., as it presently does now, either going to the east or going to the west which will eliminate rear-end and angle collisions in the intersections. Again, the signalization would be pre-timed and inter-locked with the existing traffic signals that you have.

(Transparencies, Overhead Projector) Here is a better "blow up" of the Sixth St.-Shasta Intersection. This is your west movement. There will be a right turn only lane to the City center. This is your westbound lane off of Sixth St. onto Shasta. Coming in to City Center on Sixth St. we have a right turn lane exiting on to Shasta, each of the other lanes remains the same on the inbound lane: This lane which would be City Center side would be for your left turn refuge.

The Shasta Way Project: At the present time we have 6200 vehicles per day. It is projected by 1995 this segment of the system will have reached 9600 vehicles per day. Existing capacity is 4800 west of Washburn Way, and 7500 cars per day east of Washburn Way. The portion of Shasta Way from South Sixth St. to Washburn and Austin St., the approximate boundary of the City limits line to the eastside bypass, we have this typical cross-section. 40 ft. from face of curb to face of curb, two feet of shy distance adjacent to the curb line, 12 ft. travel lanes for east and west bound, and a free left turn twelve foot lane for the left turn. Five ft. sidewalk on the north side, 7 ft. combination sidewalk-bikepath on the south side. That portion of Shasta Way between Washburn and Austin St. has 4 twelve foot travel lanes, two in each direction. Again, for continuity in the system, you have 7 ft. bikepath-sidewalk on the south side and north side a 5 ft. sidewalk and 2 ft. shy distance.

The Shasta Way project consists also of replacing a new bridge across the "A" Canal. Seeding and mulching, landscaping, traffic signing and marking will be included. Drains for storm run-off will be improved to eliminate the problem areas that now exist. We also will upgrade the existing traffic controller at Washburn and Shasta intersection. Currently the City has experienced a high maintenance problem and a high power output to maintain the existing controller. I'd like to conclude my portion at this time by saying that during 1973 the City Planning Commission met on at least 3 special meetings to select an FAU system within the City of Klamath Falls. Likewise, the Klamath County Roads Advisory Committee met and established an FAU system. Between the two entities a system has been established. Upon confirmation by both the city and county an approval was submitted to the Federal State Highway Commission. A Federal Aid System was established prior to the construction schedule. Shasta Way is the No. 1 project. Due to the complexity and the cost of the Shasta Way project, Federal allotted funds have been banked and earmarked for the past three years. The project has been three years in the making with the funding 78% Federal, 11% State, 5 1/2% City, 5 1/2% County. At the conclusion of Mr. Harold Brainard' presentation, and also Mr. David Fenton's, I'd like to take about 5 or 10 minutes and take a little ride down Sixth St. and Shasta Way.

Mr. Fred Tucker....As I understand the traffic lane is 2 feet from the curb.

Lindstrom.... Yes Sir, that is correct, there is 2 ft. shy distance.

Councilman Douglas....Larry, the Shasta Way project there is nothing concerned about the earmarked money as far as South Sixth, is that correct? Regardless of what takes place on South Sixth, Shasta Way project will always be completed, is that correct?

Lindstrom.... Providing that the signalization is included within the Shasta Way project. We cannot have one without the other.

Councilman Douglas.... Well Now! As far as the Federal government is concerned, the money is still earmarked and we can use it for the Shasta Way project, and it is irrevelant to the South Sixth. Is that correct?

Lindstrom.... Actually you have two proposals.

Councilman Douglas.... The question is, though, the federal government is not concerned about South Sixth St.

Lindstrom.... The money doesn't have anything to do with it.

Councilman Wynne.... Will you clarify that point, Larry? Is what Harold is saying that 78% of this project is not endangered regardless of what happens at South Sixth St. Is that correct? We're talking about the 11%.

Dave Fenton.... I think it should be clear that the signal is part of the project and along with the signal is the minimum amount of parking removal along South Sixth

Likewise, the

system. Between the two entities a system has been established. Upon confirmation by both the city and county an approval was submitted to the Federal State Highway Commission. A Federal Aid System was established prior to the construction schedule. Shasta Way is the No. 1 project. Due to the complexity and the cost of the Shasta Way project, Federal allotted funds have been banked and earmarked for the past three years. The project has been three years in the making with the funding 78% Federal, 11% State, 5 1/2% City, 5 1/2% County. At the conclusion of Mr. Harold Brainard presentation, and also Mr. David Fenton's, I'd like to take about 5 or 10 minutes and take a little ride down Sixth St. and Shasta Way.

Mr. Fred Tucker....As I understand the traffic lane is 2 feet from the curb.

Lindstrom.... Yes Sir, that is correct, there is 2 ft. shy distance.

Councilman Douglas....Larry, the Shasta Way project there is nothing concerned about the earmarked money as far as South Sixth, is that correct? Regardless of what takes place on South Sixth, Shasta Way project will always be completed, is that correct?

Lindstrom.... Providing that the signalization is included within the Shasta Way project. We cannot have one without the other.

Councilman Douglas.... Well Now! As far as the Federal government is concerned, the money is still earmarked and we can use it for the Shasta Way project, and it is irrevelant to the South Sixth. Is that correct?

Lindstrom.... Actually you have two proposals.

Councilman Douglas.... The question is, though, the federal government is not concerned about South Sixth St.

Lindstrom.... The money doesn't have anything to do with it.

Councilman Wynne.... Will you clarify that point, Larry? Is what Harold is saying that 78% of this project is not endangered regardless of what happens at South Sixth St. Is that correct? We're talking about the 11%.

Dave Fenton.... I think it should be clear that the signal is part of the project and along with the signal is the minimum amount of parking removal along South Sixth St. So, in that sense, there is involvement with South Sixth St. Now, if when you refer to South Sixth St. parking, you concern yourself only with the continuous left-turn lane then it is true that Federal money and the State participation is in no way jeopardized by the removal of that. However, there is a minimum amount of parking removal, 500 ft. to the west, 266 to the east that is tied in with the signal, and that is tied in with the project, and Federal and State participation hinges upon that. Is that clear, Sir?

Councilman Douglas.... There has been some hypothetical statement made by Larry and ______?______ , what I want to know is this --- In the event that we continue on the same trend by the signalization, by the motorist himself assessed the view, that the project is not in jeopardy.

Fenton.... I'm sorry, it's not clear to me what you said.

Councilman Douglas.... In the event that we continue in the same trend that we have, then on South Sixth St. and there is no signalization on Shasta Way, other than the motorist making a signal to move, the Shasta Way project is not in jeopardy as far as the federal funding is concerned.

Fenton.... The federal funding is in jeopardy unless there is a traffic signal installed as part of this project.

Councilman Douglas.... Then I'll ask you this. Did the State inject that into it because it wasn't my understanding two years ago when this was brought up.

Fenton.... Two years ago the traffic counts weren't what they are now. We feel that there is a sufficient safety problem there and the capacity being nearly 100% several times of the day that we can't put the taxpayers money into a project that would further jeopardize the highway traveler, the motorist, along that route.

Councilman Douglas.... Well, I'll come back some other questions, but thank you for what ----

Councilman Phelps.... What was the anticipated construction time on this if it were approved? When were you going to start, this year or next year?

Lindstrom....If all goes well, we should have the bids call sometime in October, this year.

[illegible] however, [illegible] minimum amount of parking removal, 500 ft. to the west, 266 to the east that is tied in with the signal, and that is tied in with the project, and Federal and State participation hinges upon that. Is that clear, Sir?

Councilman Douglas.... There has been some hypothetical statement made by Larry and _______?_______, what I want to know is this --- In the event that we continue on the same trend by the signalization, by the motorist himself assessed the view, that the project is not in jeopardy.

Fenton.... I'm sorry, it's not clear to me what you said.

Councilman Douglas.... In the event that we continue in the same trend that we have, then on South Sixth St. and there is no signalization on Shasta Way, other than the motorist making a signal to move, the Shasta Way project is not in jeopardy as far as the federal funding is concerned.

Fenton.... The federal funding is in jeopardy unless there is a traffic signal installed as part of this project.

Councilman Douglas.... Then I'll ask you this. Did the State inject that into it because it wasn't my understanding two years ago when this was brought up.

Fenton.... Two years ago the traffic counts weren't what they are now. We feel that there is a sufficient safety problem there and the capacity being nearly 100% several times of the day that we can't put the taxpayers money into a project that would further jeopardize the highway traveler, the motorist, along that route.

Councilman Douglas.... Well, I'll come back some other questions, but thank you for what ----

Councilman Phelps.... What was the anticipated construction time on this if it were approved? When were you going to start, this year or next year?

Lindstrom....If all goes well, we should have the bids call sometime in October, this year.

RE RME RCPD FAE
RTE RECEIVED ENV
RUE SEP 13 1976 RDE
RSO REGION 4 RBE
ASSIGNED________

City of Klamath Falls Council Meeting
August 9, 1976

Mayor Flitcraft....I think it might be well to set the tone of this evening's meeting. It is a formal hearing on the South Sixth Street-Eastside Bypass section project. The Council is not going to make a decision this evening. The hearing is to get information and to allow the citizens to have an opportunity to speak on this matter, whichever way they wish to. We do have an interesting situation. In the hopes of streamlining this, we did put two pieces of paper out there... Those who wish to testify for and those who wish to testify against. I notice the "for" is noticeable for its blankness. Now, is there anyone who wishes to speak against the proposal that I don't have on this list? I'll list you so that; Lee Yoder, Bruce Durant, Mr. Granados, Gino Carnini, John Withey, Knudson and Adair. Is there anyone else who wishes to, we will give you an opportunity this evening if you wish to stand up extemporaneously and speak. Melvin Carlson (Added name)

We are not going to try to debate this this evening, it is strictly informational. Anyone who does testify should understand that they will be subject to questions from members of the council for clarification and no decision will be rendered this evening. I'll start out with Larry (Lindstrom):

Larry Lindstrom....Yes, Mr. Mayor, members of the Council, ladies and gentlemen of the audience, representatives of the Staff, members of the Oregon State Highway Department. I'll start on my left, we have Harold Brainard of the OSHD, Dave Fenton, FAE of OSHD, Bob Sandmann, OSHD, E.J. Dunn, Resident Construction Engineer of Klamath Falls, John Holcomb, Traffic Division, OSHD, John Gunter, standing out in the hall, who is the District Engineer of the Klamath Falls area. These gentlemen will be available for any technical questions the audience may have, or the Council. We have ten days after the date of this hearing in which to receive written statements from any member of the audience and address them to the City of Klamath Falls who in turn will forward it to the Oregon State Highway Division.

The project consists of the widening and improving of Shasta Way, from South Sixth meeting. It is a formal hearing on [illegible] Sixth Street-Eastside Bypass section project. The Council is not going to make a decision this evening. The hearing is to get information and to allow the citizens to have an opportunity to speak on this matter, whichever way they wish to. We do have an interesting situation. In the hopes of streamlining this, we did put two pieces of paper out there... Those who wish to testify for and those who wish to testify against. I notice the "for" is noticeable for its blankness. Now, is there anyone who wishes to speak against the proposal that I don't have on this list? I'll list you so that; Lee Yoder, Bruce Durant, Mr. Granados, Gino Carnini, John Withey, Knudson and Adair. Is there anyone else who wishes to, we will give you an opportunity this evening if you wish to stand up extemporaneously and speak. Melvin Carlson (Added name)

We are not going to try to debate this this evening, it is strictly informational. Anyone who does testify should understand that they will be subject to questions from members of the council for clarification and no decision will be rendered this evening. I'll start out with Larry (Lindstrom):

Larry Lindstrom....Yes, Mr. Mayor, members of the Council, ladies and gentlemen of the audience, representatives of the Staff, members of the Oregon State Highway Department. I'll start on my left, we have Harold Brainard of the OSHD, Dave Fenton, FAE of OSHD, Bob Sandmann, OSHD, E.J. Dunn, Resident Construction Engineer of Klamath Falls, John Holcomb, Traffic Division, OSHD, John Gunter, standing out in the hall, who is the District Engineer of the Klamath Falls area. These gentlemen will be available for any technical questions the audience may have, or the Council. We have ten days after the date of this hearing in which to receive written statements from any member of the audience and address them to the City of Klamath Falls who in turn will forward it to the Oregon State Highway Division.

The project consists of the widening and Improving of Shasta Way, from South Sixth Street to Eastside Bypass. Within that proposal there is a traffic signal at the intersection of Shasta and Sixth St. which would require approximately 500 feet in order to accommodate a left-turn refuge on the City center side or approximately the west side, on the east side it would acquire approximately 200 feet of No Parking in order to accomplish signalization. Also included in the proposal is a two-way left turn lane on that portion of Sixth Street from Washburn Way to Adams Street. I'd like to address myself to the two-way left turn lane portion which would eliminate parking on Sixth St. Some of the benefits derived would be increase your traffic capacity, increase in safety. Improvements of access to business off-street parking. Acts as an escape lane for traffic exiting and entering on South Sixth St. It is programmed for higher efficiency with the pre-timed signals which now exist on E. Main as far out as Homedale on South Sixth St. for moving through traffic. We have less fear of the driver making a left turn and the traffic behind him stopping, encouraging more traffic to stop at businesses with off-street parking because of easier access, reduction of rear-end collisions which creates a safer driving atmosphere. Easier and safer movement for a driver to leave a parking lot or intersection by using the center lane for refuge and merging with traffic which reduces a traffic hazard for people leaving business parking lots. The adverse effect, of course, is removing all parking on each side on this segment of South Sixth St. Of the total lineal footage, I refer to Exhibit A ---We have approximately 25% of that area which accounts for driveways, we have no parking which amounts to 5%. Street intersections represents 8% and existing available usable parking represents 37%. In cooperation with the City of Klamath Falls Planning Dept. during the past week, we have evaluated the utilization of that parking which is available. We have total available spaces of approximately 87 That's based on a 25' length of parking space. Overall usage accounted for, on the average, 9%. The highest utilization was 12 o'clock noon, which showed a 14% usage. Referring to Exhibit B, we outlined the segment to show the occupied buildings in green, as you can see, this represents a number of businesses that have present occupancy. The unoccupied buildings are represented by the red color, which show at this time, four.

Vacant lots represented by yellow. Your parking lots are represented by blue. As you can see, it's very well distributed except on the north side, between Shasta and Lark St. The orange represents used car lots. If we modify the projects, proposal is a two-way left turn lane on that portion of Sixth Street from Washburn Way to Adams Street. I'd like to address myself to the two-way left turn lane portion which would eliminate parking on Sixth St. Some of the benefits derived would be increase your traffic capacity, increase in safety. Improvements of access to business off-street parking. Acts as an escape lane for traffic exiting and entering on South Sixth St. It is programmed for higher efficiency with the pre-timed signals which now exist on E. Main as far out as Homedale on South Sixth St. for moving through traffic. We have less fear of the driver making a left turn and the traffic behind him stopping, encouraging more traffic to stop at businesses with off-street parking because of easier access, reduction of rear-end collisions which creates a safer driving atmosphere. Easier and safer movement for a driver to leave a parking lot or intersection by using the center lane for refuge and merging with traffic which reduces a traffic hazard for people leaving business parking lots. The adverse effect, of course, is removing all parking on each side on this segment of South Sixth St. Of the total lineal footage, I refer to Exhibit A ---We have approximately 25% of that area which accounts for driveways, we have no parking which amounts to 5%. Street intersections represents 8% and existing available usable parking represents 37%. In cooperation with the City of Klamath Falls Planning Dept. during the past week, we have evaluated the utilization of that parking which is available. We have total available spaces of approximately 87 That's based on a 25' length of parking space. Overall usage accounted for, on the average, 9%. The highest utilization was 12 o'clock noon, which showed a 14% usage. Referring to Exhibit B, we outlined the segment to show the occupied buildings in green, as you can see, this represents a number of businesses that have present occupancy. The unoccupied buildings are represented by the red color, which show at this time, four.

Vacant lots represented by yellow. Your parking lots are represented by blue. As you can see, it's very well distributed except on the north side, between Shasta and Lark St. The orange represents used car lots. If we modify the projects, eliminate that portion of the parking removal, the project as I mentioned before includes a signal for the intersection of Sixth and Shasta. We have approximately

Mayor.... If there are no further questions from Council, we will proceed.

Fenton.... For your information, and the records, I'd like to read excerpts from the U.S. Dept. of Transportation Policy and Procedure Memorandum 20-8. "The purpose of the PBM is to insure to the maximum extent practicable, that highway locations and designs reflect and are consistent with federal, state, and local goals and objectives. The rules, policies, and procedures established are intended to afford full opportunity for public participation in the consideration of highway location and design proposals by highway departments before submission to the FHWA for approval. It provides for coordination of proposals with public and private interests. In addition, it provides for a hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them, and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists."

Further in line with this policies and procedure memorandum, upon completion of the evaluation of the statements given here, information developed in support of the design of this section of highway will be available for public inspection with copies at the Salem headquarters of the State Highway Division.

Harold Brainard.... The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of the highway. The additional R/W necessary for reconstruction of the section of highway does not involve the displacement of residences, businesses, or non-profit organizations. It will involve the acquisition of a limited number of easements, construction permits, and a few parcels of property to be acquired. An explanation of the R/W acquisition process is obtained in the leaflet "Acquiring Lands for Highways". This leaflet covers matter of public hearings the appraisal procedure, the definition of market value, procedure for handling payments for property and an explanation of the eminent domain procedures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one if you might have property involved on this project. This leaflet will be included in the minutes of this meeting and will be transcribed along with other statements. Lands acquired through the right-of-way acquisition is estimated at a

U.S. Dept. of Transportation Policy and Procedure Memorandum 20-8. "The purpose of the PBM is to insure to the maximum extent practicable, that highway locations and designs reflect and are consistent with federal, state, and local goals and objectives. The rules, policies, and procedures established are intended to afford full opportunity for public participation in the consideration of highway location and design proposals by highway departments before submission to the FHWA for approval. It provides for coordination of proposals with public and private interests. In addition, it provides for a hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them, and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists."

Further in line with this policies and procedure memorandum, upon completion of the evaluation of the statements given here, information developed in support of the design of this section of highway will be available for public inspection with copies at the Salem headquarters of the State Highway Division.

Harold Brainard.... The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of the highway. The additional R/W necessary for reconstruction of the section of highway does not involve the displacement of residences, businesses, or non-profit organizations. It will involve the acquisition of a limited number of easements, construction permits, and a few parcels of property to be acquired. An explanation of the R/W acquisition process is obtained in the leaflet "Acquiring Lands for Highways". This leaflet covers matter of public hearings the appraisal procedure, the definition of market value, procedure for handling payments for property and an explanation of the eminent domain procedures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one if you might have property involved on this project. This leaflet will be included in the minutes of this meeting and will be transcribed along with other statements. Lands acquired through the right-of-way acquisition is estimated at a period of three to five months from date of authorization of the project. This will permit adequate appraisal and negotiation time. The right-of-way program for this project will be under my supervision. My name is Harold Brainard and my office is located on the North Dalles/California Highway, Bend, Oregon, Telephone No. 382-1911. The Oregon State Highway Division is acting on behalf of the City of Klamath Falls and Klamath County with the acquisition of the necessary right-of-way.

Mayor.... Council have any questions?

Lindstrom (Movie).... Mr. Mayor, if I may? Could we have everyone's attention for another five minutes or so. I'd like to show them here -- Going down South Sixth Street, toward Washburn Way I had a little problem here----keeping the camera steady. I'd like to have you note, if you would along the yellow zone, the driveway cuts that do exist. This is taken approximately at 12 o'clock. I estimate the traffic flow might be three times this great - this is at Washburn Way. As you can tell, the signal just changed so we have the traffic moving on. This is coming back in towards City center. In this area right here already, the parking area has been eliminated on both sides, this is right next to Copeland and C.P.I. In the background you have a pickup trying to make a left turn and you have one, two, three cars starting to stack up. This is in front of Wes Sine's Lumber Co. and he uses it for unloading. This is at the intersection of Shasta and Sixth. There is a car waiting for the traffic to gap so he can clear through. The pickup has started to slow up so the other one can exit off Sixth Street. Here we have three cars waiting to make a left turn at Shasta and Sixth. This is looking down the curb line. There isn't too much shy distance when you park adjacent to the curb. This is further out on Sixth St., out towards Homedale -- driving out to Homedale. Now this is a return trip back to City center. We have a delivery truck using the left turn lane. Two more cars exiting off and another pulling in, merging with the traffic, another exiting off. Cadillac pulls in. We'll turn right and run down Shasta Way. This is going east. We have drainage problems in this area. Note the cramped feeling that you have as we approach Washburn Way intersection. We have trouble with this controller. Within this project is proposed to upgrade the controller.

This is adjacent to K-Mart, and your traffic generator, Shasta Plaza and Thunderbird, with McDonald's in the background, continuing on east - this is the portion that has been completed by the County and this is what the section we propose will look [illegible] you have for driving conditions, the and Klamath County with the acquisition of the necessary right-of-way.

Mayor.... Council have any questions?

Lindstrom (Movie).... Mr. Mayor, if I may? Could we have everyone's attention for another five minutes or so. I'd like to show them here -- Going down South Sixth Street, toward Washburn Way I had a little problem here----keeping the camera steady. I'd like to have you note, if you would along the yellow zone, the driveway cuts that do exist. This is taken approximately at 12 o'clock. I estimate the traffic flow might be three times this great - this is at Washburn Way. As you can tell, the signal just changed so we have the traffic moving on. This is coming back in towards City center. In this area right here already, the parking area has been eliminated on both sides, this is right next to Copeland and C.P.I. In the background you have a pickup trying to make a left turn and you have one, two, three cars starting to stack up. This is in front of Wes Sine's Lumber Co. and he uses it for unloading. This is at the intersection of Shasta and Sixth. There is a car waiting for the traffic to gap so he can clear through. The pickup has started to slow up so the other one can exit off Sixth Street. Here we have three cars waiting to make a left turn at Shasta and Sixth. This is looking down the curb line. There isn't too much shy distance when you park adjacent to the curb. This is further out on Sixth St., out towards Homedale -- driving out to Homedale. Now this is a return trip back to City center. We have a delivery truck using the left turn lane. Two more cars exiting off and another pulling in, merging with the traffic, another exiting off. Cadillac pulls in. We'll turn right and run down Shasta Way. This is going east. We have drainage problems in this area. Note the cramped feeling that you have as we approach Washburn Way intersection. We have trouble with this controller. Within this project is proposed to upgrade the controller.

This is adjacent to K-Mart, and your traffic generator, Shasta Plaza and Thunderbird, with McDonald's in the background, continuing on east - this is the portion that has been completed by the County and this is what the section we propose will look like. You will note the more open effect you have for driving conditions, the left turn lane. This was taken right at noon, coming in from the west, back to City center. (End of Film)

Mayor.... That concludes staff's presentation. We will assume, since we had no one sign up for the proponents sheet that I would read a letter into the record, directed to the Klamath Falls Department of Public Works.

Gentlemen: I would like to go on record as supporting the proposed plan to widen Shasta Way to four lanes from the Eastside Bypass to South Sixth St., including a traffic light at South Sixth St. and rechannelization of the traffic from the RR overpass to Shasta Way. Thank you. Very truly Yours, William L. Wales & Assoc. So, we'll move along. I'll call on Lee Yoder, and if I mispronounce somebody's name, I hope that you'll correct me.

Lee Yoder....Mr. Mayor, Council Members, I am Lee Yoder, I own and operate Sierra Gun Shop and I am opposed to this removal of the parking on South Sixth between Washburn Way and the viaduct, and I made a few notes here I'd like to review here. I believe the City Council should be interested in helping small business people and to some extent, at least protecting them in their investments so that the tax base of the City cannot only be maintained but increased. Now tonight we're talking about 3.3 million dollars assessed value on South Sixth between the viaduct and Washburn Way. This value does not include the personal property, all which is vitally affected by the City and Highway Department proposal. There is no question that a number of the businesses in the area between the viaduct and Washburn Way will close their doors if parking along South Sixth is removed. These businesses have no parking except on South Sixth St. In my opinion, this drastic action on the part of the City and Highway Department can wait until other related projects are finished, such as the Southside Bypass and the truck route. I would like to ask the people in the audience here who are in business on South Sixth St. and have no parking, no parking at all, except what is on South Sixth, to stand. Pete Janelli's Hotel and Restaurant Supply, Pete, how will this affect your business, if you lose your parking.

Pete Janelli.... It would put a stop to it.

Mayor.... I would like for you to give your testimony, Lee, and if these other people wish to speak of this matter, we will allow them to do so.

[illegible] This concludes what I have to say to the Council. I wish the

Gentlemen: I would like to go on record as supporting the Shasta Way to four lanes from the Eastside Bypass to South Sixth St., including a traffic light at South Sixth St. and rechannelization of the traffic from the RR overpass to Shasta Way. Thank you. Very truly Yours, William L. Wales & Assoc. So, we'll move along. I'll call on Lee Yoder, and if I mispronounce somebody's name, I hope that you'll correct me.

Lee Yoder....Mr. Mayor, Council Members, I am Lee Yoder, I own and operate Sierra Gun Shop and I am opposed to this removal of the parking on South Sixth between Washburn Way and the viaduct, and I made a few notes here I'd like to review here. I believe the City Council should be interested in helping small business people and to some extent, at least protecting them in their investments so that the tax base of the City cannot only be maintained but increased. Now tonight we're talking about 3.3 million dollars assessed value on South Sixth between the viaduct and Washburn Way. This value does not include the personal property, all which is vitally affected by the City and Highway Department proposal. There is no question that a number of the businesses in the area between the viaduct and Washburn Way will close their doors if parking along South Sixth is removed. These businesses have no parking except on South Sixth St. In my opinion, this drastic action on the part of the City and Highway Department can wait until other related projects are finished, such as the Southside Bypass and the truck route. I would like to ask the people in the audience here who are in business on South Sixth St. and have no parking, no parking at all, except what is on South Sixth, to stand. Pete Janelli's Hotel and Restaurant Supply, Pete, how will this affect your business, if you lose your parking.

Pete Janelli.... It would put a stop to it.

Mayor.... I would like for you to give your testimony, Lee, and if these other people wish to speak of this matter, we will allow them to do so.

Yoder.... All right. This concludes what I have to say to the Council. I wish the Mayor would allow the other people who are affected in the same way that I am.

If my parking is removed from in front of my place, that's it. I'm out, and I know there's others in the same position. Thank you gentlemen for listening to my comments.

Mayor.... Thank you, and please be assured that everyone is getting an opportunity to speak that wishes to do so. I'd like to call next on Bruce Durant.

Bruce Durant.... Durant Real Estate near the E. Main intersection. I have a couple of things that bother me, one is that it appears that with the two plans that there may be a chance that you would only take parking for 500 to 700 ft. right at the intersection of Shasta Way. That seems to me to probably be logical that the State would take that now and a little bit later on feel that they need a little bit more and a little bit more and we can end up probably in a few years that we would lose all our parking and I hesitate to give any at that point. The other thing is that I really question that there is really that big of a problem with the traffic. We sit there every day looking out our window and the only time that there really is a definite problem, say from 4:00 to 4:30 or an hour and a half at the most. That's the only time there is a big problem with traffic on Sixth St. The other thing is that I see is that I can understand that we need, probably, an access to the Shasta Plaza, etc. When I go to the Shasta Plaza, I don't go Shasta Way because there is difficulty turning left there, so the logical thing to do is go right on out Sixth and there are two or three stop signs with turn lanes that you can get to either Shasta Way or the Plaza without crossing another lane of traffic without a light, so my theory would be to forget the light and move the traffic on out Sixth St. because when you put up a light you're bound to get congested. You sit there right at the signal on Sixth St. and that is where most of the cars stopping at the stop sign. I question whether there is any big safety factor there for putting up another light. I have a thousand other things to say, but I'll shut up and let some of these other people talk.

Mayor.... Thank you. Next I have Mr. Granados, is that correct?

Javie Granados....Yes, Granados Cyclery, and I have a petition here that I would like to submit. This is from businessmen on E. Main St. who are not right at this time directly affected by this, but we are concerned at what is happening on South Six to speak that wishes to do so. I'd like to call next on Bruce Durant.

Bruce Durant.... Durant Real Estate near the E. Main intersection. I have a couple of things that bother me, one is that it appears that with the two plans that there may be a chance that you would only take parking for 500 to 700 ft. right at the intersection of Shasta Way. That seems to me to probably be logical that the State would take that now and a little bit later on feel that they need a little bit more and a little bit more and we can end up probably in a few years that we would lose all our parking and I hesitate to give any at that point. The other thing is that I really question that there is really that big of a problem with the traffic. We sit there every day looking out our window and the only time that there really is a definite problem, say from 4:00 to 4:30 or an hour and a half at the most. That's the only time there is a big problem with traffic on Sixth St. The other thing is that I see is that I can understand that we need, probably, an access to the Shasta Plaza, etc. When I go to the Shasta Plaza, I don't go Shasta Way because there is difficulty turning left there, so the logical thing to do is go right on out Sixth and there are two or three stop signs with turn lanes that you can get to either Shasta Way or the Plaza without crossing another lane of traffic without a light, so my theory would be to forget the light and move the traffic on out Sixth St. because when you put up a light you're bound to get congested. You sit there right at the signal on Sixth St. and that is where most of the cars stopping at the stop sign. I question whether there is any big safety factor there for putting up another light. I have a thousand other things to say, but I'll shut up and let some of these other people talk.

Mayor.... Thank you. Next I have Mr. Granados, is that correct?

Javie Granados....Yes, Granados Cyclery, and I have a petition here that I would like to submit. This is from businessmen on E. Main St. who are not right at this time directly affected by this, but we are concerned at what is happening on South Sixth St. I'd like to present this. There are 21 signatures on that and that involves almost every business on E. Main St. I realize that State Highway Department's main purpose is moving traffic in the straightest line, so to speak, but in this instance I don't think enough groundwork has been done as to what's going to happen to all these businesses in that area.. If there is no parking on South Sixth St. between that area, it can also start affecting E. Main and our area in there and this is my main concern. I think more research should be done on that.

Councilman Wynne.... Cound we have Mr. Granados read the beginning of the petition so we are aware of its nature, rather than having to read it individually?

Granados.... They told me, the letter is attached to the petition.

Councilman Wynne.... Is your petition basically for or against the project?

Granados.... Against the project.

Mayor.... Thank you, Javie Granados.

Granados.... I do have a statement that we have here and I'll just read it. "We realize the primary purpose of the State Department of Transportation Highway Commission is to move people from one point to another as quickly as possible, however, we are fortunate that in the City, the City Council has the authority to protect the people who have investments, pay taxes, and are in business in the City, from Boards and Commissions who have little interest in such areas. Any removal of parking in the area between the viaduct and Washburn Way on South Sixth St. will hurt businesses and if it hurts businesses in the area, it will hurt businesses along E. Main St." This is my opinion, not directly affecting us right at this time, but it will as it spreads out. If the people find it difficult to park on South Sixth, they won't come out to shop on E. Main St. either, as a result all of us small business people will suffer. What affects this area of So. Sixth St. affects E. Main, and vice versa. There are many ways of getting to Shasta Way without turning on Shasta Way and South Sixth St., as was stated prior to me getting up here. So, we can't really feel that all this is justifiable for just saving the people a couple of minutes in getting on and off Shasta Way. I have a copy if anybody wants it.

Mayor.... Thank you. Would you send the copy up, please, so we can have it for the records. This is the one he read. Gino.

Gino Carnini.... My name is Gino Carnini, I have one of those little old used car lots out there on South Sixth St. It doesn't mean much, but I've been out there a [illegible] come up so many times here in the City

Councilman Wynne.... Cound we have Mr. Granados read the beginning of the petition so we are aware of its nature, rather than having to read it individually?

Granados.... They told me, the letter is attached to the petition.

Councilman Wynne.... Is your petition basically for or against the project?

Granados.... Against the project.

Mayor.... Thank you, Javie Granados.

Granados.... I do have a statement that we have here and I'll just read it. "We realize the primary purpose of the State Department of Transportation Highway Commission is to move people from one point to another as quickly as possible, however, we are fortunate that in the City, the City Council has the authority to protect the people who have investments, pay taxes, and are in business in the City, from Boards and Commissions who have little interest in such areas. Any removal of parking in the area between the viaduct and Washburn Way on South Sixth St. will hurt businesses and if it hurts businesses in the area, it will hurt businesses along E. Main St." This is my opinion, not directly affecting us right at this time, but it will as it spreads out. If the people find it difficult to park on South Sixth, they won't come out to shop on E. Main St. either, as a result all of us small business people will suffer. What affects this area of So. Sixth St. affects E. Main, and vice versa. There are many ways of getting to Shasta Way without turning on Shasta Way and South Sixth St., as was stated prior to me getting up here. So, we can't really feel that all this is justifiable for just saving the people a couple of minutes in getting on and off Shasta Way. I have a copy if anybody wants it.

Mayor.... Thank you. Would you send the copy up, please, so we can have it for the records. This is the one he read. Gino.

Gino Carnini.... My name is Gino Carnini, I have one of those little old used car lots out there on South Sixth St. It doesn't mean much, but I've been out there a long, long time. I've seen this problem come up so many times here in the City.

between the viaduct and Washburn Way. It has come to a head now, so I don't know, the removal of parking on South Sixth outside the City limits is not comparable, really, to the present proposal. Everyone out there, clear up to the "Y" with maybe one or two exceptions had an opportunity to put in parking before the ban was put in. This so-called compromise of taking 500 ft. for the turn, is no compromise. It will not provide a permanent solution, and back again, in a year or two from now will go the proposal of no street parking. Let's see what we can do to provide parking for the district at our own expense. Let us solve our own problems out there. Take a look at the problem of the Southside Bypass and the truck route and get them operating. Encourage the Highway Dept. to look at us as people who want to stay in business out there, and furnish the taxes, what Klamath Falls needs. I want to say another thing, I could give you a little hindsight. Now, this hindsight doesn't mean a thing but I think I'm the only one left here in the room out of the whole bunch. I'm going back 35 years. The State came in once before and took 10 feet on one side of the street and 10 feet off the other side of the street. They told us they needed to get into town, they needed to get traffic out of town. So, out of the goodness of the hearts of a lot of businessmen. We didn't have sidewalks, we didn't have really a good main street out there, they came by and asked us if they donated land or if they could buy it for practically nothing. I know of quite a few cases where as high as 2000 sq. ft. of land was given for $1.00 which the State had to give us to buy it for $1.00. Some of the buildings that were right on the street, either had to be cut off or moved back. The State paid for this, but by the same token, at that particular time, we wanted parking provided and the State said they couldn't do it, that it wasn't in the budget, they couldn't afford it. So, in order to get the project through, a lot of the fellows, the old timers are gone, they were there. They thought the four lane would really be an asset to South Sixth St. so they went ahead and gave in and gave them the land for $1.00. In a lot of cases, some cases, the land was paid for. I know of a lot of cases where the land was given for $1.00. Now, I don't know why these same people, or the people who own the same property over the years have to go through this again and take our land values away. They did it once and are doing it again. Now, we're not talking about any other area. We're talking about between the one or two exceptions had an opportunity to put in parking before the [illegible] was put in. This so-called compromise of taking 500 ft. for the turn, is no compromise. It will not provide a permanent solution, and back again, in a year or two from now will go the proposal of no street parking. Let's see what we can do to provide parking for the district at our own expense. Let us solve our own problems out there. Take a look at the problem of the Southside Bypass and the truck route and get them operating. Encourage the Highway Dept. to look at us as people who want to stay in business out there, and furnish the taxes, what Klamath Falls needs. I want to say another thing, I could give you a little hindsight. Now, this hindsight doesn't mean a thing but I think I'm the only one left here in the room out of the whole bunch. I'm going back 35 years. The State came in once before and took 10 feet on one side of the street and 10 feet off the other side of the street. They told us they needed to get into town, they needed to get traffic out of town. So, out of the goodness of the hearts of a lot of businessmen. We didn't have sidewalks, we didn't have really a good main street out there, they came by and asked us if they donated land or if they could buy it for practically nothing. I know of quite a few cases where as high as 2000 sq. ft. of land was given for $1.00 which the State had to give us to buy it for $1.00. Some of the buildings that were right on the street, either had to be cut off or moved back. The State paid for this, but by the same token, at that particular time, we wanted parking provided and the State said they couldn't do it, that it wasn't in the budget, they couldn't afford it. So, in order to get the project through, a lot of the fellows, the old timers are gone, they were there. They thought the four lane would really be an asset to South Sixth St. so they went ahead and gave in and gave them the land for $1.00. In a lot of cases, some cases, the land was paid for. I know of a lot of cases where the land was given for $1.00. Now, I don't know why these same people, or the people who own the same property over the years have to go through this again and take our land values away. They did it once and are doing it again. Now, we're not talking about any other area. We're talking about between the Viaduct and Washburn Way. That's where it all happened before and it's happening again. That's all I have to say. (Applause)

Mayor.... If we can keep the manifestations of delight down, we'll expedite this meeting

John Withey.... John Withey, T.V. City. Most of the points I was going to make have already been made except for - there is one question on safety. Now last 4 years we have had two cars crashed into the front of the building, taking out plate glass windows, the whole works. Now the State says this is going to make South Sixth St. safer, which I find difficult to believe because they are moving traffic closer to the front of the buildings and sidewalks. Right now it's a problem and it's going to be a worse problem. Now another point is, during the wintertime, the traffic going on the outside by cars that park there, is getting snow, slush, rock, whatever have you, and sand when they sand the street. It's hitting it with such force that it's throwing it up on windows over six feet high which is catching people on the sidewalks, making our windows so you can't see out of them. Swells the door up so you can't get out the door. This is safety, you know, I can't believe it. Now in that context, I wonder if the State would care to answer, or anybody from the State. And the other thing is, if nobody wants to respond to it, the City of Klamath Falls is having an ever-present problem with lost business from the downtown area to the suburbs because of the parking problems. Even though they have parking downtown, meters, but they do have parking. How does the State expect us to carry on business and then pay taxes with no parking. That's all I have to say.

Mayor.... Now, did someone from the State want to respond to that particular item now or later?

Robert Sandmann.... No, we don't want to respond to that. (laughter, from audience)

Mayor.... They're a delightful group! Mr. Knudsen:

Larry Knudsen.... My name is Larry Knudsen. I own Factory Warehouse, and basically most of the things have already been brought that I have been concerned about. One is very definitely the safety factor. I question whether anyone's going to come into my business when the traffic two feet away is going 35 MPH. Quite frankly, if you take the parking away we are out of the business, it affects my family, it affects several of my employees. Not that we're not a big outfit, but you know, we like everybody else does. We affect various news media and have already been made except for - there is one question on safety. Now last 4 years we have had two cars crashed into the front of the building, taking out plate glass windows, the whole works. Now the State says this is going to make South Sixth St. safer, which I find difficult to believe because they are moving traffic closer to the front of the buildings and sidewalks. Right now it's a problem and it's going to be a worse problem. Now another point is, during the wintertime, the traffic going on the outside by cars that park there, is getting snow, slush, rock, whatever have you, and sand when they sand the street. It's hitting it with such force that it's throwing it up on windows over six feet high which is catching people on the sidewalks, making our windows so you can't see out of them. Swells the door up so you can't get out the door. This is safety, you know, I can't believe it. Now in that context, I wonder if the State would care to answer, or anybody from the State. And the other thing is, if nobody wants to respond to it, the City of Klamath Falls is having an ever-present problem with lost business from the downtown area to the suburbs because of the parking problems. Even though they have parking downtown, meters, but they do have parking. How does the State expect us to carry on business and then pay taxes with no parking. That's all I have to say.

Mayor.... Now, did someone from the State want to respond to that particular item now or later?

Robert Sandmann.... No, we don't want to respond to that. (laughter, from audience)

Mayor.... They're a delightful group! Mr. Knudsen:

Larry Knudsen.... My name is Larry Knudsen. I own Factory Warehouse, and basically most of the things have already been brought that I have been concerned about. One is very definitely the safety factor. I question whether anyone's going to come into my business when the traffic two feet away is going 35 MPH. Quite frankly, if you take the parking away we are out of the business, it affects my family, it affects several of my employees. Not that we're not a big outfit, but you know, we try to do business like everybody else does. We affect various news media and advertising. About the biggest thing I can ask you is consider very deeply what

you're doing, it affects my family very much. That's all I can really tell you, it really does. I hope you'll think about it. A question I do have for the State is, I notice they did take their movies up and down the street at 12:00 o'clock noon. In most cities 12 o'clock noon is considered certainly a main traffic time and I couldn't help but notice that at 5 or 6 o'clock there were only 3 or 4 cars, and I really don't feel that it really constitutes that big of a safety factor right now. I notice another thing, they didn't bother to take movies of the traffic lights. Because, that's when we notice the accidents on the traffic signal, other people just plow into the back of you with the lights there. I'm not really sure a light is the answer to the problems there. There is other ways of doing it, you know if people had told me they were talking about another bypass, I would seriously consider the fact what's going to happen. They're talking about 10 years from now the traffic count is going to be way up. It's my understanding that the bypass is going to be here before that 10 year period of time, consequently, I'm sure they will be reducing some of the traffic along South Sixth St. In all honesty that's what's going to happen to Factory Warehouse, we're going to be out of business, no doubt about it.

Mayor....Thank you. - Jim Adair.

Jim Adair....Jim Adair, Adair Furniture, 2400 South Sixth St. Gentlemen, we don't want to appear as if we're against everything. Most of us in business on South Sixth St. when this came up at the beginning of this year, met to consider other alternatives so we could plan for the future. Although we do not see the Shasta Way intersection as big as the magnitude of the Highway Department, we have already contacted the City with the possibility of exploring the idea of a parking district. We hope the Highway Department finds some incentive to help us. Incidentally, the City has offered their help. It seems to me the matter of alternate parking should be considered before the Highway Department does away with all the street parking as it intends to do now. Again, why the immediate problem. The viaduct is going to be opened or is going to be one lane for an extended period of time. If we're getting by nicely and the alternate routes are well provided to take care of matters for getting on Shasta Way. The shopping center still has lots of access roads and is not suffering at all. Let's see what the situation is when couldn't help but notice that at 5 or 6 o'clock there were only 3 or 4 cars, and I really don't feel that it really constitutes that big of a safety factor right now. I notice another thing, they didn't bother to take movies of the traffic lights. Because, that's when we notice the accidents on the traffic signal, other people just plow into the back of you with the lights there. I'm not really sure a light is the answer to the problems there. There is other ways of doing it, you know if people had told me they were talking about another bypass, I would seriously consider the fact what's going to happen. They're talking about 10 years from now the traffic count is going to be way up. It's my understanding that the bypass is going to be here before that 10 year period of time, consequently, I'm sure they will be reducing some of the traffic along South Sixth St. In all honesty that's what's going to happen to Factory Warehouse, we're going to be out of business, no doubt about it.

Mayor....Thank you. - Jim Adair.

Jim Adair....Jim Adair, Adair Furniture, 2400 South Sixth St. Gentlemen, we don't want to appear as if we're against everything. Most of us in business on South Sixth St. when this came up at the beginning of this year, met to consider other alternatives so we could plan for the future. Although we do not see the Shasta Way intersection as big as the magnitude of the Highway Department, we have already contacted the City with the possibility of exploring the idea of a parking district. We hope the Highway Department finds some incentive to help us. Incidentally, the City has offered their help. It seems to me the matter of alternate parking should be considered before the Highway Department does away with all the street parking as it intends to do now. Again, why the immediate problem. The viaduct is going to be opened or is going to be one lane for an extended period of time. If we're getting by nicely and the alternate routes are well provided to take care of matters for getting on Shasta Way. The shopping center still has lots of access roads and is not suffering at all. Let's see what the situation is when Southside Bypass is ready and our new truck route is completed. I can think of many more urgent problems that need solving before we enter a planned program to put the independent merchants out of business. Another fact, believe me, traffic a rear-ender at that intersection. I don't see any more of that. It's a safe intersection. People don't stop there to turn left and hang up traffic, they go on down to the light. Any problem is exaggerated by these engineers. Larry Lindstrom is the salesman for the City to sell this project, God help the City. Without debating, I doubt your statement of safety, slush and water comes out some six feet from our curb. Traffic within 2 feet of us. Lord help us, we'll have to nail up the front doors, pedestrians can't use the sidewalk. There is nothing like the casual discard of an empty bottle. People don't think much about that. The casual discard of a bottle will hit about one foot in front of a building and shatters glass right in the building. Traffic so close to the curb --- We get these counts thrown at us by the Engineers. I won't say they're not true. I doubt if 1200 per day turn at Shasta Way. I doubt that. We have figures thrown at us about the count that goes up and down the street. The last there was a good count made, the count by my building was 23,500 cars a day. Since then I heard estimates of 27,000. You can't help but note with 2 lane traffic on the overpass the street is still handling the traffic. I have always admired the beautiful pictures. I have a son who is an engineer who draws pictures. Once they're drawn, the engineers become committed to them. They are almost adamant about changing any part of it. The most important part of all is missing. The human lives, the jobs, the businesses that go along side. I heard no comment here from the engineers about possible tax loss, possible job loss. No one has ever came into my office and talked to me, nor any of my neighbors. We have had to seek out the thoughts of people over the years. Sat in a meeting with some engineers, we thought we had some fair suggestions. Ice water can't---------I lost my temper. I heard no suggestion for these people. These are the people that are supposed to have the expertise. But to date I have heard no suggestions. Their eyes are focused on South Sixth St. to carry that traffic forever. In the event that they cannot focus their eyes on other directions, we will have to 6 lane that street, we will have to 8 lane it, we will have to 12 lane it. The answer has to lie in alternate routes. I was presented this map. The people who drew that are proud of it; committed to it, I guess. They drew some things along side of there that they wanted, that this would take traffic going straight east out to Hilyard, and at the present time I showed this thing to engineers. At the present time the Maywood Industries are sitting right square in the middle of a debating, I doubt your statement of safety, slush and water comes out some six feet from our curb. Traffic within 2 feet of us. Lord help us, we'll have to nail up the front doors, pedestrians can't use the sidewalk. There is nothing like the casual discard of an empty bottle. People don't think much about that. The casual discard of a bottle will hit about one foot in front of a building and shatters glass right in the building. Traffic so close to the curb --- We get these counts thrown at us by the Engineers. I won't say they're not true. I doubt if 1200 per day turn at Shasta Way. I doubt that. We have figures thrown at us about the count that goes up and down the street. The last there was a good count made, the count by my building was 23,500 cars a day. Since then I heard estimates of 27,000. You can't help but note with 2 lane traffic on the overpass the street is still handling the traffic. I have always admired the beautiful pictures. I have a son who is an engineer who draws pictures. Once they're drawn, the engineers become committed to them. They are almost adamant about changing any part of it. The most important part of all is missing. The human lives, the jobs, the businesses that go along side. I heard no comment here from the engineers about possible tax loss, possible job loss. No one has ever came into my office and talked to me, nor any of my neighbors. We have had to seek out the thoughts of people over the years. Sat in a meeting with some engineers, we thought we had some fair suggestions. Ice water can't---------I lost my temper. I heard no suggestion for these people. These are the people that are supposed to have the expertise. But to date I have heard no suggestions. Their eyes are focused on South Sixth St. to carry that traffic forever. In the event that they cannot focus their eyes on other directions, we will have to 6 lane that street, we will have to 8 lane it, we will have to 12 lane it. The answer has to lie in alternate routes. I was presented this map. The people who drew that are proud of it; committed to it, I guess. They drew some things along side of there that they wanted, that this would take traffic going straight east out to Hilyard, and at the present time I showed this thing to engineers. At the present time the Maywood Industries are sitting right square in the middle of a of a street in this map, but it improves it. You move south of Maywood and get a straight shot to Hilyard. Siphon all that traffic off of what these engineers are saying is a problem area. Of course people who live south of South Sixth St. towards the airport, they would gladly grab onto something like that. Be sure to route all over Southside Bypass --- so called problem. They say it's a problem, I say it's not. Truck route down... Could solve the problem overnight, very inexpensively. It's only today that holding the land hoping something would be done with it and I don't intend to hang onto it forever. I think about zoning. We've had that a long time in City planning. It's been mandated by the State and now the State basis of zoning is for the health, safety, and general welfare of the people. If I applied to develop my land in such a manner as to terminate other people's business as this project will do, I would be laughed out of this room. The State of Oregon is no different from me or these individuals here. They should not be allowed to do something the individual cannot do. Sure, they own the land, but what they're doing is going to affect a lot of people. Our unlimited property rights begin to disappear, and it dawns on us that our neighbors have some rights too. I contend that the State Highway Commission, their rights end where our rights begin. The State Highway Commission is not so far away in its being up in Salem or some place. These people are salaried people of the State of Oregon, people in this room are helping pay their salaries. We feel real good cause we're for it. I would be overjoyed to hear them suggest somebody would take all their problems. I think there has to be an alternate. Bless everyone here.

Mary Nelson.... I also have been here a long time along with Gino. I heard you talk, Gino, and those things are certainly true. I remember when we had to move our building back in order to make room for traffic and so I know that will do a lot of damage to my building, also, if they don't, if they stop the traffic. I'm saying it wrong. The parking, I mean. I'm getting everything backwards. But if they do that, I know it will do a lot of damage and I don't think my building will be worth very much because, well, they'll have to come to it through the alley and I don't think that will bring very many customers to whoever I have my building rented to, and I've had that building for quite some time. It was one of the first ones anyway. It used to be Nelson's Battery and Welding Shop. That's all.

to route all over Southside Bypass --- so called problem. They say it's a problem, I say it's not. Truck route down... Could solve the problem overnight, very inexpensively. It's only today that holding the land hoping something would be done with it and I don't intend to hang onto it forever. I think about zoning. We've had that a long time in City planning. It's been mandated by the State and now the State basis of zoning is for the health, safety, and general welfare of the people. If I applied to develop my land in such a manner as to terminate other people's business as this project will do, I would be laughed out of this room. The State of Oregon is no different from me or these individuals here. They should not be allowed to do something the individual cannot do. Sure, they own the land, but what they're doing is going to affect a lot of people. Our unlimited property rights begin to disappear, and it dawns on us that our neighbors have some rights too. I contend that the State Highway Commission, their rights end where our rights begin. The State Highway Commission is not so far away in its being up in Salem or some place. These people are salaried people of the State of Oregon, people in this room are helping pay their salaries. We feel real good cause we're for it. I would be overjoyed to hear them suggest somebody would take all their problems. I think there has to be an alternate. Bless everyone here.

Mary Nelson.... I also have been here a long time along with Gino. I heard you talk, [illegible], and those things are certainly true. I remember when we had to move our [illegible] back in order to make room for traffic and so I know that will do a lot of [illegible] my building, also, if they don't, if they stop the traffic. I'm saying [illegible] The parking, I mean. I'm getting everything backwards. But if they do [illegible] know it will do a lot of damage and I don't think my building will be worth [illegible] because, well, they'll have to come to it through the alley and I don't [illegible] will bring very many customers to whoever I have my building rented to, [illegible] I've had that building for quite some time. It was one of the first ones anyway. [illegible] to be Nelson's Battery and Welding Shop. That's all.

Mayor....Thank You.

Councilman Phelps.... I'd like to respond to Fred just a moment. Fred, you made some remarks about Larry Lindstrom as a salesman. He's an engineer, and to my knowledge he isn't selling us anything. He is presenting us facts to a problem. From these facts we will make a decision. I'm sticking up for Larry in this case because he isn't trying to sell it or jam it down our throats.

Tucker....And I like him. He ran out of steam when he went out to take the pictures.

Councilman Phelps.... O.K. Fred, I can't win.

Fred Smith....Mayor, I didn't get a chance to sign your sheet because I couldn't get in the door. At the risk of sounding like a voice in the wilderness, which I am sure I'm sounding that way. Three years ago when the County Roads Advisory Committee met, I was asked to attend that meeting and at that time it was considered critical that Shasta Way be widened. I personally feel it is still critical that Shasta Way be widened. I pull out of Austin and Avalon on many an evening and have to turn around and try to get back to the parking lot in order to get back over Sixth St. because Shasta Way was filled, and when I get to Sixth St., Sixth St. is filled. I think if we don't look 10 years in the future, (I probably won't be here, I'm sure I'll be in some other City) we could look out 10 years in the future, you going to find that you're not going to be able to get down Sixth Street or Shasta Way. Whether you like it or not, there's an awful lot of cars and an awful lot of traffic. The County Roads Advisory Committee at that time gave Shasta Way widening number one priority and that was in 1973. I attended that meeting and I think it is as critical or more critical today than its ever been, that Shasta Way be widened to match up all the way from South Sixth St. to the other end of Shasta Way. Whether that's part of this program or not, I don't know, but I think the Shasta Way project is very important and I'd hate to see it go because we can't reach agreement on another point the State has brought up about signals. Thank You.

Mary Card.... My name is Mary Card and I am part-time employee of Adair. I'd like to say I don't think anybody here that is opposed to this is trying to make a mockery of the City Council or any of the State Engineers. I think what they're trying to bring across to the Councilmen is that the way they are trying to do it isn't the best way and you're going to put these people out of business that have isn't trying to sell it or jam it down our throats.

Tucker....And I like him. He ran out of steam when he went out to take the pictures.

Councilman Phelps.... O.K. Fred, I can't win.

Fred Smith....Mayor, I didn't get a chance to sign your sheet because I couldn't get in the door. At the risk of sounding like a voice in the wilderness, which I am sure I'm sounding that way. Three years ago when the County Roads Advisory Committee met, I was asked to attend that meeting and at that time it was considered critical that Shasta Way be widened. I personally feel it is still critical that Shasta Way be widened. I pull out of Austin and Avalon on many an evening and have to turn around and try to get back to the parking lot in order to get back over Sixth St. because Shasta Way was filled, and when I get to Sixth St., Sixth St. is filled. I think if we don't look 10 years in the future, (I probably won't be here, I'm sure I'll be in some other City) we could look out 10 years in the future, you going to find that you're not going to be able to get down Sixth Street or Shasta Way. Whether you like it or not, there's an awful lot of cars and an awful lot of traffic. The County Roads Advisory Committee at that time gave Shasta Way widening number one priority and that was in 1973. I attended that meeting and I think it is as critical or more critical today than its ever been, that Shasta Way be widened to match up all the way from South Sixth St. to the other end of Shasta Way. Whether that's part of this program or not, I don't know, but I think the Shasta Way project is very important and I'd hate to see it go because we can't reach agreement on another point the State has brought up about signals. Thank You.

Mary Card.... My name is Mary Card and I am part-time employee of Adair. I'd like to say I don't think anybody here that is opposed to this is trying to make a mockery of the City Council or any of the State Engineers. I think what they're trying to bring across to the Councilmen is that the way they are trying to do it isn't the best way and you're going to put these people out of business that have families to support. There's probably a problem because there are a lot of restaurants on Sixth St., but the problems aren't so great that you can't wait for awhile until there is a better way to do it without putting these people out of business.

Mayor.... Gino.

Carnini....George, I don't think you told us who this gentlemen was here, and who he represents.

Mayor....I'm sorry, give your name, Fred.

Carnini.... What business are you from, sir?

Smith.... I'm from the Shasta Plaza, J.C. Penney Co.

Mayor.... Anyone else who has anything they would like to offer?

Granados.... This is on Shasta Way, now. I notice that they proposed to extend the bikepath, bikeway all the way up. I certainly hope it is not done like the first part was, because that was a waste of money. No cyclists use that, to my knowledge. I think we would be far better off, instead of giving the people a 7 ft. sidewalk to just widen the street cause that's where the cyclists use. I haven't seen cyclist one use that Shasta Way Bikeway.

Mayor.... Is that portion in the County ?

Granados.... Yes, no one was consulted. The parks and recreation, anyone involved in cycling, no one was consulted, they just went ahead and constructed that. Now if they were going to do something similar to that, an extension, I think it is just a waste of money to include a bikeway along that way.

Mayor.... Thank You. If there's nobody else who wishes to speak, I'll declare the hearing closed. Do any of the members of the Council have any questions?

Councilman Wynne.... I have a question of the State Engineers. If this project, the way it's designed right now, were brought up to Washburn Way and ended for now at that point, would that make it a viable project and would State and Federal money be available?

Sandmann.... It's something we could certainly consider.

Councilman Wynne.... That would at least, I think, improve an area that needs improving and perhaps would give us room, several years or more, to work out something else so that the rest of it can be later finished.

Sandmann.... You well know the City and the County together made the request for

Mayor....I'm sorry, give your name, Fred.

Carnini.... What business are you from, sir?

Smith.... I'm from the Shasta Plaza, J.C. Penney Co.

Mayor.... Anyone else who has anything they would like to offer?

Granados.... This is on Shasta Way, now. I notice that they proposed to extend the bikepath, bikeway all the way up. I certainly hope it is not done like the first part was, because that was a waste of money. No cyclists use that, to my knowledge. I think we would be far better off, instead of giving the people a 7 ft. sidewalk to just widen the street cause that's where the cyclists use. I haven't seen cyclist one use that Shasta Way Bikeway.

Mayor.... Is that portion in the County ?

Granados.... Yes, no one was consulted. The parks and recreation, anyone involved in cycling, no one was consulted, they just went ahead and constructed that. Now if they were going to do something similar to that, an extension, I think it is just a waste of money to include a bikeway along that way.

Mayor.... Thank You. If there's nobody else who wishes to speak, I'll declare the hearing closed. Do any of the members of the Council have any questions?

Councilman Wynne.... I have a question of the State Engineers. If this project, the way it's designed right now, were brought up to Washburn Way and ended for now at that point, would that make it a viable project and would State and Federal money be available?

Sandmann.... It's something we could certainly consider.

Councilman Wynne.... That would at least, I think, improve an area that needs improving and perhaps would give us room, several years or more, to work out something else so that the rest of it can be later finished.

Sandmann.... You well know the City and the County together made the request for the project.

Councilman Wynne........ I mentioned earlier that the funds would not be available unless the project was completed all the way to South Sixth St. with the signal. I'm wondering if we terminated it at Washburn Way which is an artery, if that would make a viable project.

Sandmann... This project that is proposed this evening is for full improvement of Shasta Way, including the signal at South Sixth. We feel it is essential that that be part of the project. Based on field information we've gathered.

Councilman Wynne.... But, again, I'm asking you, if we terminated now, for the time being, at Washburn Way, would we still get Federal and State funding?

Sandmann.... You would have to make that request, that the project be shortened, or limited to some extent, whatever you decided on.

Councilman Wynne.... I think it's pertinent, Mayor, to point out that these gentlemen are here basically at the City's request and certainly, I know it's kind of tough on their job to have to face a hostile audience and I do want to thank them for being here.

Mayor.... I didn't think they were very hostile.

Councilman Douglas....Mayor, I would like to have my memory refreshed by the City Engineer or any person on the City staff concerning the Shasta Way project. It was mentioned about the parking on South Sixth St. but nothing was ever said to us, unless you can refresh my memory by literature, that the signalization would kill the entire project on Shasta Way. Now, I want to ask you this, if you know or don't know. Did the State inject that into this project after we started it, after we asked for funding?

Sandmann.... The signal came out as a result of the field work and the field studies that were made of the project. The request was to improve Shasta Way, basically, and as a result of our studies, the signal was included as part of the project. We feel that that is a necessary part of the project.

Councilman Douglas.... But don't you think it is very discriminatory that that can delete the project with just the signalization on South Sixth St. and Shasta Way?

Sandmann.... No, I do not. From our point of view, the project requires a signal as long as we are going to improve Shasta Way

Sandmann... This project that is proposed this evening is for full improvement of Shasta Way, including the signal at South Sixth. We feel it is essential that that be part of the project. Based on field information we've gathered.

Councilman Wynne.... But, again, I'm asking you, if we terminated now, for the time being, at Washburn Way, would we still get Federal and State funding?

Sandmann.... You would have to make that request, that the project be shortened, or limited to some extent, whatever you decided on.

Councilman Wynne.... I think it's pertinent, Mayor, to point out that these gentlemen are here basically at the City's request and certainly, I know it's kind of tough on their job to have to face a hostile audience and I do want to thank them for being here.

Mayor.... I didn't think they were very hostile.

Councilman Douglas....Mayor, I would like to have my memory refreshed by the City Engineer or any person on the City staff concerning the Shasta Way project. It was mentioned about the parking on South Sixth St. but nothing was ever said to us, unless you can refresh my memory by literature, that the signalization would kill the entire project on Shasta Way. Now, I want to ask you this, if you know or don't know. Did the State inject that into this project after we started it, after we asked for funding?

Sandmann.... The signal came out as a result of the field work and the field studies that were made of the project. The request was to improve Shasta Way, basically, and as a result of our studies, the signal was included as part of the project. We feel that that is a necessary part of the project.

Councilman Douglas.... But don't you think it is very discriminatory that that can delete the project with just the signalization on South Sixth St. and Shasta Way?

Sandmann.... No, I do not. From our point of view, the project requires a signal as long as we are going to improve Shasta Way to that extent and have that amount of traffic, using it or attempting to use it, or whatever the situation may be in the future, and of course, we are dealing with facts at present and projecting for the future. At the present time the signal is warranted at that intersection, and we don't see that that situation is going to change after the improvement of Shasta Way.

Councilman Wynne.... As I understand it, first of all, you do have an improvement on the signal situation at Washburn Way and South Sixth in the works.

Sandmann... That was only in the controller and some relocation of the signal at Washburn Way and South Sixth St. That project is under contract at this time.

Councilman Wynne.... Had they considered at all taking the short left turn lane that you got, which will hold probably 3 or 4 cars at the most, and extending that back up and then eliminating any left turn at all on Shasta Way?

Sandmann.... At Washburn, now, the islands are being shortened or removed or remodeled. As I understand it where the left turn capacity is being increased at Washburn and South Sixth.

Councilman Wynne.... The left turn capacity when you are going that way on South Sixth St. is going to be increased?

Sandmann.... We are taking into consideration increased volume of traffic at that intersection.

Councilman Wynne.... Well, couldn't it be deepened and the only lane be held at that point rather than go all the way back down South Sixth St. to the viaduct?

Sandmann.... I believe going back this direction from Washburn Way you start getting fairly constricted as far as widths and room. We have field information on this.

Councilman Wynne.... We do have an island that comes back quite a ways here and you do have, as you approach Washburn Way, you have 3 lanes on the right hand side and they keep slipping through on the right curb to turn right, so you really have 3 lanes on that side. I wish they would take a look at that possibility, too, as long as we're looking at all the possibilities, cause if you eliminate it, the left turn at Shasta Way and make them go to Washburn Way then over.

Sandmann.... Of course, this is traffic that is not now using that left turn, they're making a left turn at Shasta, and you would be adding at the present time a 1200

Councilman Wynne.... As I understand it, first of all, you do have an improvement on the signal situation at Washburn Way and South Sixth in the works.

Sandmann... That was only in the controller and some relocation of the signal at Washburn Way and South Sixth St. That project is under contract at this time.

Councilman Wynne.... Had they considered at all taking the short left turn lane that you got, which will hold probably 3 or 4 cars at the most, and extending that back up and then eliminating any left turn at all on Shasta Way?

Sandmann.... At Washburn, now, the islands are being shortened or removed or remodeled. As I understand it where the left turn capacity is being increased at Washburn and South Sixth.

Councilman Wynne.... The left turn capacity when you are going that way on South Sixth St. is going to be increased?

Sandmann.... We are taking into consideration increased volume of traffic at that intersection.

Councilman Wynne.... Well, couldn't it be deepened and the only lane be held at that point rather than go all the way back down South Sixth St. to the viaduct?

Sandmann.... I believe going back this direction from Washburn Way you start getting fairly constricted as far as widths and room. We have field information on this.

Councilman Wynne.... We do have an island that comes back quite a ways here and you do have, as you approach Washburn Way, you have 3 lanes on the right hand side and they keep slipping through on the right curb to turn right, so you really have 3 lanes on that side. I wish they would take a look at that possibility, too, as long as we're looking at all the possibilities, cause if you eliminate it, the left turn at Shasta Way and make them go to Washburn Way then over.

Sandmann.... Of course, this is traffic that is not now using that left turn, they're making a left turn at Shasta, and you would be adding at the present time a 1200 increase in left turn traffic.

Councilman Wynne.... But if you had a holding lane of about 12-14 cars deep that would probably suffice on any one traffic movement.

Sandmann.... We would have to study that, take a look at it and see what ---

Councilman Brite.... I'd like to ask, does the State have the authority to remove parking on South Sixth?

Sandmann....Yes.

Councilman Phelps.... I'd like to direct a question to Jim Adair. Jim, after looking over the plans here and the proposals and you're asking for maybe a moritorium in your area for a study of off-street parking, do you think it's possible. Do you think the group out there will get on this and study it in the very near future.

Adair.... We do have a group of concerned individuals out there that. We don't know until we look into it. We haven't had a chance to explore, I can't say yes and I can't say no. We'll have to look into it and research it and then I can give you a definite answer.

Councilman Phelps.... But you are going to proceed?

Adair.... Absolutely, we have to.

Mayor....Any further questions?

Councilman Wynne.... I'm kind of curious as to what would happen if people out there had a moratorium of 2 years. Let's say we came back to the problem 2 years from now and took a look at it after the Southside Bypass was in operation and the truck route in operation. That's why I suggested maybe if they brought the Washburn Way, then several years from now, 2 or 3 years from now perhaps you'd be able to find an alternative and then they could go ahead with what they wanted without really disrupting business out there. I'm looking at whether or not this kind of a moratorium might be something that would be effective out there.

Adair.... This is something we would have to look into. With a parking district we can get some help in planning a parking lot off street. This is what we need help with, from the City and the State also. A moratorium would help.

Mayor.... I have a question, rather practical in nature. What happens to this probably suffice on any one traffic movement.

Sandmann.... We would have to study that, take a look at it and see what ---

Councilman Brite.... I'd like to ask, does the State have the authority to remove parking on South Sixth?

Sandmann....Yes.

Councilman Phelps.... I'd like to direct a question to Jim Adair. Jim, after looking over the plans here and the proposals and you're asking for maybe a moritorium in your area for a study of off-street parking, do you think it's possible. Do you think the group out there will get on this and study it in the very near future.

Adair.... We do have a group of concerned individuals out there that. We don't know until we look into it. We haven't had a chance to explore, I can't say yes and I can't say no. We'll have to look into it and research it and then I can give you a definite answer.

Councilman Phelps.... But you are going to proceed?

Adair.... Absolutely, we have to.

Mayor....Any further questions?

Councilman Wynne.... I'm kind of curious as to what would happen if people out there had a moratorium of 2 years. Let's say we came back to the problem 2 years from now and took a look at it after the Southside Bypass was in operation and the truck route in operation. That's why I suggested maybe if they brought the Washburn Way, then several years from now, 2 or 3 years from now perhaps you'd be able to find an alternative and then they could go ahead with what they wanted without really disrupting business out there. I'm looking at whether or not this kind of a moratorium might be something that would be effective out there.

Adair.... This is something we would have to look into. With a parking district we can get some help in planning a parking lot off street. This is what we need help with, from the City and the State also. A moratorium would help.

Mayor.... I have a question, rather practical in nature. What happens to this money if this project goes by the board?

25

Fenton.... It's your Federal Aid Urban Money which you chose to spend this way. If you do not spend it on this project, you can reallocate it to another project.

Tucker.... After that statement can I enter this map into the minutes?

Mayor....I think our Secretary's going to have a difficult time converting this to shorthand, but we'll put it up here. If there are no other questions or no further..

Sandmann.... I'd like to make a statement, on our behalf, since we're all lined up here together. As I stated earlier, the reason for this meeting was exactly as it turned out. We got the input from the public. Maybe one-sided, but we got the people that were most affected, immediately affected by this proposal came out and voiced their opinions. I am most encouraged by the comments that you are organizing some type of group studying the off-street parking problem, because what we were discussing here today is certainly going to come up again and again and again, not only on South Sixth, but maybe some of your other City streets, arterials, things of that sort. I am certainly encouraged by that comment. I was going to make a comment regarding the movies, but somebody beat me to it, we can't take credit for the movies. The Washburn-South Sixth St. intersection is included in a contract at this time which goes along with the improvement on Washburn Way to Hilyard and that intersection will be upgraded to an extent we are anticipating traffic into and out of that intersection. We certainly will consider all the comments that were made tonight, the City Council will have to make their recommendations and after a period of time considering the recommendations and the comments that were made, a decision will be made on this project and you people will be notified. Thank you.

Mayor.... Thank you very much.

Granados... One more question. Looking at this map on Shasta Way. Seems like it widens and narrows and widens as you go along. Will that create a safety hazard when you're going from 4 lanes to 3, you go from 3 to 4 then to 3 again. Why the 4 lanes in one area and 3 in the rest of them?

Lindstrom.... Primarily because they're right around the K-Mart, Thunderbird and Shasta Plaza Shopping Center where you have your largest traffic generated, and this way you can allow your right hand turn, you have your inside lanes, and your through lanes. As far as on each end of the project, it is typical.

Tucker.... After that statement can

Mayor....I think our Secretary's going to have a difficult time converting this to shorthand, but we'll put it up here. If there are no other questions or no further..

Sandmann.... I'd like to make a statement, on our behalf, since we're all lined up here together. As I stated earlier, the reason for this meeting was exactly as it turned out. We got the input from the public. Maybe one-sided, but we got the people that were most affected, immediately affected by this proposal came out and voiced their opinions. I am most encouraged by the comments that you are organizing some type of group studying the off-street parking problem, because what we were discussing here today is certainly going to come up again and again and again, not only on South Sixth, but maybe some of your other City streets, arterials, things of that sort. I am certainly encouraged by that comment. I was going to make a comment regarding the movies, but somebody beat me to it, we can't take credit for the movies. The Washburn-South Sixth St. intersection is included in a contract at this time which goes along with the improvement on Washburn Way to Hilyard and that intersection will be upgraded to an extent we are anticipating traffic into and out of that intersection. We certainly will consider all the comments that were made tonight, the City Council will have to make their recommendations and after a period of time considering the recommendations and the comments that were made, a decision will be made on this project and you people will be notified. Thank you.

Mayor.... Thank you very much.

Granados... One more question. Looking at this map on Shasta Way. Seems like it widens and narrows and widens as you go along. Will that create a safety hazard when you're going from 4 lanes to 3, you go from 3 to 4 then to 3 again. Why the 4 lanes in one area and 3 in the rest of them?

Lindstrom.... Primarily because they're right around the K-Mart, Thunderbird and Shasta Plaza Shopping Center where you have your largest traffic generated, and this way you can allow your right hand turn, you have your inside lanes, and your through lanes. As far as on each end of the project, it is typical.

Councilman Douglas.... I have one more question. I can't see, and I must have an answer from the State right now and this time I'm not going to be abusive about it and I have been pretty much so and I am still a little up in the air about it. I can't see any reason taking parking off there, going eastward from the overpass to East Main. I can't see taking the parking off there and I can't see taking the parking off at Martin Street because there is very little traffic that moves on Martin now. In fact, you could block it off, and I can't see why you want to take all that parking out of there. I can see and I'm not going to be that stupid, at the corner of Shasta Way and South Sixth St., but in this, there are areas that I can't see why you can take the parking off there because you are not utilizing it. At the present time at South Sixth and E. Main there is no left turn movement there now anyway. There is right, you can turn right at the bowling alley, but there is no left turn, so that portion in there wouldn't, you're not utilizing anything by taking the parking off there. Then you get down to Martin St. and there is no flow of traffic that goes there to speak of. In fact, you could block it off. You could come on to South Sixth St. but to make a left turn. I can see stopping that, but I think to eliminate all the parking, I think they should take another look at it, and I still think that if you set a moratorium for the people in the area of South Sixth St. and Shasta Way, I think you could iron things out, but eliminating the entire parking, I can't see it because you don't use it now, you have no intention of using it, it's just to wipe the slate clean because you are not going to use an escape lane unless you haven't said it yet that you're going to make a left turn on East Main and that's the thing that I'm questioning right now. I guess I'm not going to get an answer now, but I'd appreciate it if you could give me some reason, one of the fellows from the State Highway Dept., right now, and I think you're obligated to do that, why you want to take them out that far.

Sandmann.... The reason for the elimination of parking along South Sixth is to improve the flow of traffic, remove the corks from the bottle which are the left turning vehicles in the through lanes and give them a place to pull into to make a left turn safely. You won't have the business of a left-turning vehicle clogging up a lane of through traffic. This may encourage left turns or more frequent left turns into businesses along South Sixth and other streets along South Sixth that are not now being utilized because people don't want to stop and make a left turn. You never know what drivers are going to do. Everyone of us is a little different. But this

Martin Street because there is very little traffic that moves on Martin now. In fact, you could block it off, and I can't see why you want to take all that parking out of there. I can see and I'm not going to be that stupid, at the corner of Shasta Way and South Sixth St., but in this, there are areas that I can't see why you can take the parking off there because you are not utilizing it. At the present time at South Sixth and E. Main there is no left turn movement there now anyway. There is right, you can turn right at the bowling alley, but there is no left turn, so that portion in there wouldn't, you're not utilizing anything by taking the parking off there. Then you get down to Martin St. and there is no flow of traffic that goes there to speak of. In fact, you could block it off. You could come on to South Sixth St. but to make a left turn. I can see stopping that, but I think to eliminate all the parking, I think they should take another look at it, and I still think that if you set a moratorium for the people in the area of South Sixth St. and Shasta Way, I think you could iron things out, but eliminating the entire parking, I can't see it because you don't use it now, you have no intention of using it, it's just to wipe the slate clean because you are not going to use an escape lane unless you haven't said it yet that you're going to make a left turn on East Main and that's the thing that I'm questioning right now. I guess I'm not going to get an answer now, but I'd appreciate it if you could give me some reason, one of the fellows from the State Highway Dept., right now, and I think you're obligated to do that, why you want to take them out that far.

Sandmann:... The reason for the elimination of parking along South Sixth is to improve the flow of traffic, remove the corks from the bottle which are the left turning vehicles in the through lanes and give them a place to pull into to make a left turn safely. You won't have the business of a left-turning vehicle clogging up a lane of through traffic. This may encourage left turns or more frequent left turns into businesses along South Sixth and other streets along South Sixth that are not now being utilized because people don't want to stop and make a left turn. You never know what drivers are going to do. Everyone of us is a little different. But this is the reason for removal of parking along South Sixth, to improve the flow of traffic through there and minimize the conflicts that are there at this time. We are not going to eliminate all of them, but we will cut down on them. The reason for the total length is because historically you don't go through and open up or widen out a short section then bottle it up and widen it out and bottle it up, or people start running a zigzag course, which is not a natural tendency for drivers to follow.

Councilman Phelps.... If this project isn't approved, would you recommend eliminating left hand turns at Shasta Way, would it help if we had no left turns?

Sandmann.... If you had no left turns? That would be something that would be considered. As to how it would affect the treatment at that intersection at this time, I couldn't say.

Mayor.... If there are no further questions from Council, I'll declare the hearing closed.

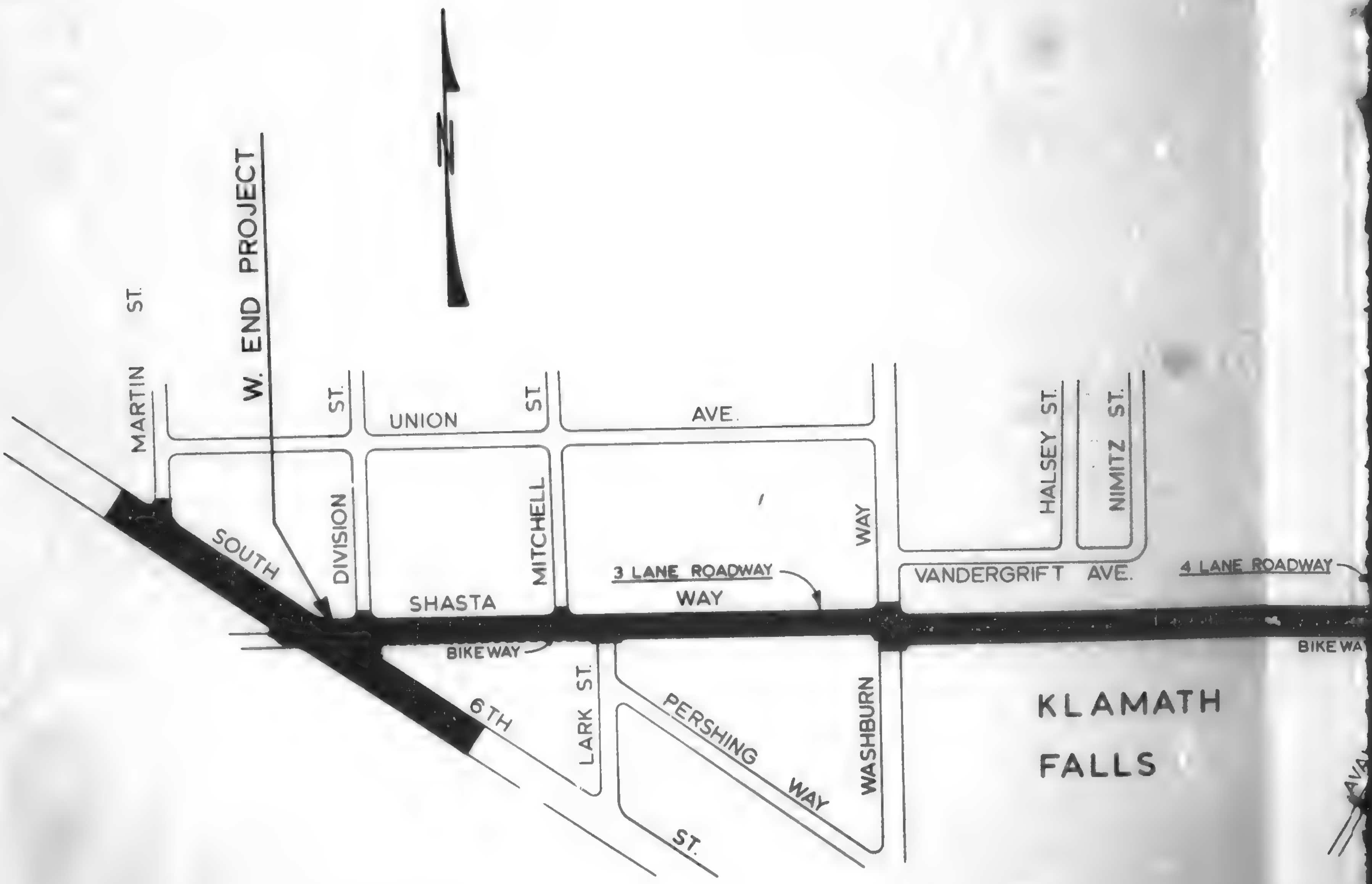
OREGON STATE

DESIGN H

S. 6TH. ST.-EAST

SHASTA WAY

KLAMA



LEGEND

▭ EXISTING PAVEMENT TO REMAIN

▬ NEW CONSTRUCTION

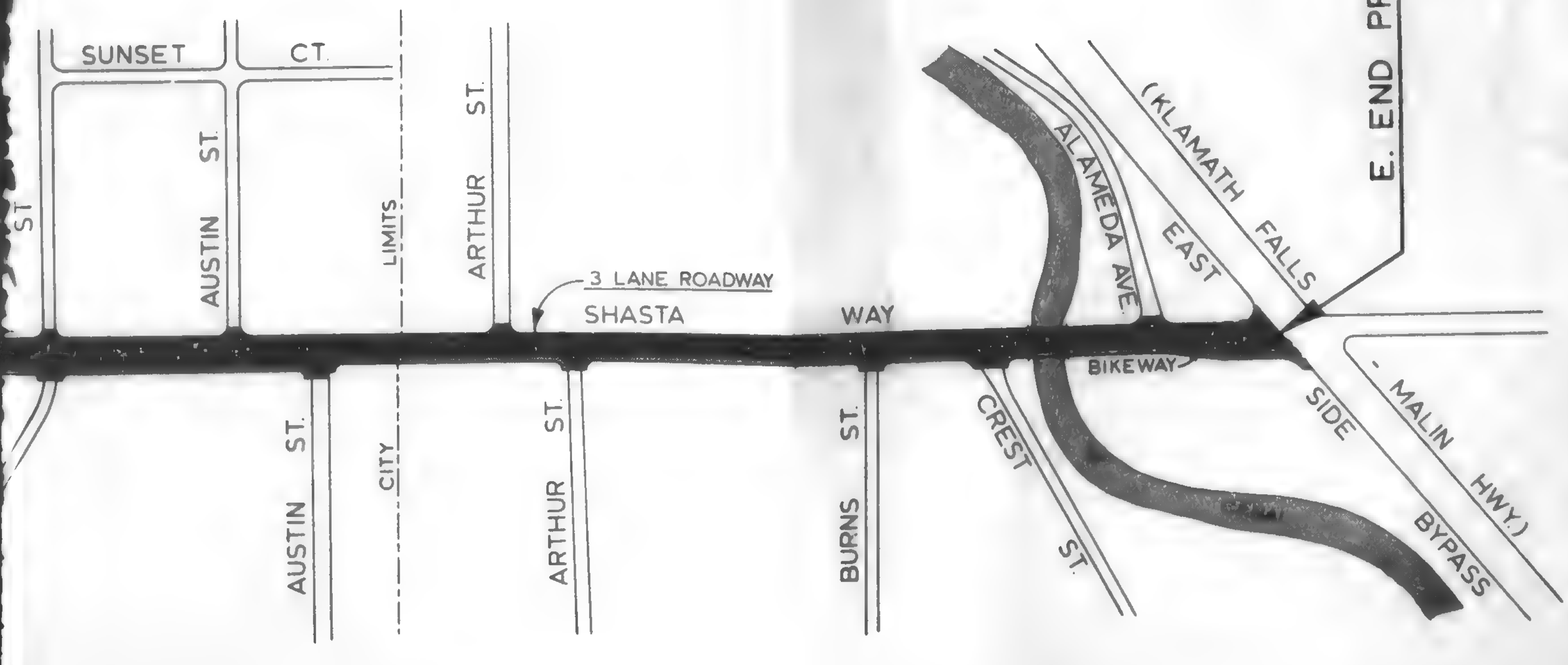
IGHWAY DIVISION

RING MAP

IDE BYPASS SEC.

LAMATH FALLS)

COUNTY



CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

March 16, 1977

Mr. Carl W. Williams
Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Williams:

A special City Council meeting was held on March 14, 1977 to approve six items which will allow the Shasta Way project to continue. The City Council chose to approve all of these items and directed City staff to inform the Oregon State Highway Division and request they be incorporated into the Shasta Way project.

These items are as follows:

1. Fix the drainage problem that exists west of Shasta Way on the south side of Sixth St.
2. Install signal that will permit Shasta Way traffic to cross Sixth Street to unimproved portion of Shasta Way. (Dirt road that leads to skating rink.)
3. Signal light must allow west-bound traffic on Sixth Street to turn left on Shasta Way, again onto unimproved portion.
4. Council is to notify State Highway Division that the City does not object to the State Highway Division selling the triangular piece of property located on the southwest corner of Sixth Street and Shasta Way to adjoining merchants.
5. Council will authorize sidewalk width in front of Adair's Furniture to be reduced to five feet, which will allow on-street parking for approximately 100 feet in that area.
6. City will prohibit any left turns from Shasta Way which will decrease the amount of no parking needed to accommodate storage lane.

Thank you for your assistance.

Sincerely,

Ray Bidegary

Ray Bidegary,
Acting Director of Public Works

RB:cf
cc: Jim Watson
Lyle Smith

RCE RE RME RCE FAE
RTE RECEIVED ENV
RUE MAR 17 1977 RDE
RSO REGION 4 RBE
ASSIGNED

SISTER CITY
ROTORUA, NEW ZEALAND

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

December 10, 1976

Salem, OR 97310

FROM: Mike Murphy
Economist

SUBJECT: Economic Analysis for Hearing Study Report, S. 6th St. Parking Removal, Klamath Falls

TO: Bob Sandmann
Construction Engineer

Dave Fenton
Regional Environmentalist
Region IV

Attached is a copy of the economic analysis for the Hearing Study Report on the S. 6th St. - Eastside Bypass, Shasta Way (FAUS 2298), Klamath Falls. This report discusses only the economic impacts of parking removal; other impacts raised at the hearing and subsequent correspondence will be handled elsewhere in the Hearing Study Report.

Extra copies of Figures 1 and 2 are also provided.

RECEIVED
[illegible] 13 1976
LOCATION
SECTION

Attachment

MM:cjh

cc: F. E. Terpin, Location w/attach ✓
G. A. Potter, w/attach
P. T. Dykman w/attach

NOTED
W. N. HACKLEMAN

Economic Analysis of Parking Removal Along S. 6th St.
for
HEARING STUDY REPORT
6th St.-Eastside Bypass, Shasta Way, Klamath Falls

The purpose of this study is to analyze the impacts of the removal of parking along S. 6th St. and any possible ways to minimize the adverse impacts of this action. The description and history of the project is given in the Hearing Study Report of which this analysis will become a part. This examination will be confined to the economic aspects of the issues raised during and after the hearing.

S. 6th St. is part of the major east-west arterial running through Klamath Falls, The street is lined with commercial structures most of which are over a decade or two old. Because these structures are older, the commercial property values along this street are relatively low compared to other properties. Rents and leases are lower than for newer structures. Since S. 6th St. has a considerable amount of traffic (6,200 ADT), many customers pass by these businesses. Hence sales are high; more so than they would be in other parts of the urban area. Many of these businesses enjoy both high revenue (or sales) and low costs (because of low rents or payments for property). Because of these favorable conditions some businesses can manage profits in this location while they possibly could not in other locations where costs would be higher and sales lower.

The names and locations of the businesses are shown in Figure 1, which also shows the limits of parking removal. The location of on-street, existing off-street and potential off-street parking is shown in Figure 2.

Some of the businesses have adequate off-street parking and would not be adversely affected by the removal of on-street parking. Other businesses which have little or no off-street parking could be adversely affected by the removal of on-street parking. These businesses are:

1. Adair Furniture Co.
2. Balsiger Motors
3. H. & R. Block Tax Service
4. Horn Tax Service
5. Model Cleaners
6. State Farm Insurance
7. Sierra Gun Shop
8. Tucker Real Estate
9. T.V. City

Seven of these businesses were contacted personally by a staff member of the Oregon State Highway Division along with a member of the S. 6th St. Merchants Association. Attempts were made to reach the other two businesses by phone. The Tucker Real Estate was contacted; the Horn Tax Service was not contacted.

Each of these businesses has unique problems in adjusting to the removal of parking. These problems will be examined in turn and then steps to minimize or reduce any adverse impacts are suggested.

1. Adair Furniture Co. This firm now has off-street parking on either side of the structure. The owner and manager, Jim Adair, would move the entrance of the store nearer his parking lot. He estimates that this would cost him between $50,000 and $100,000. In addition, he expects his gross sales to go down by as much as $100,000 for the first three months after parking is removed. This would occur, he believes, both because parking is removed and because the traffic is moved closer to the curb and the store. He also expressed concern that with traffic closer to his structure, some drivers may crash through the windows of his store, particularly during the winter with the snow and ice.

2. Balsiger Motors. This firm shares parking with Adair Furniture. The business now has a problem with dirt and snow being thrown up onto the front row of cars. With the traffic placed nearer the curb, this problem would worsen. The firm may also have to reduce inventory to provide off-street parking.

3. H. & R. Block Tax Service. This firm has heavy business for a period before April 15 (the "tax season"). During this time the parking lot next door is filled, as well as the on-street lots. They are looking for other sites; they do not believe that they will have enough parking during the "tax season."

4. Horn Tax Service. Attempts were made to contact the manager of this firm. However, he was not in his office.

5. Model Cleaners. The owner of this small business has some parking behind his shop but it is not owned by him. He thinks he may have to relocate if parking is removed.

6. State Farm Insurance. Although there is a parking lot nearby, it is not theirs. They are investigating the possibility of moving once parking is removed. They have a problem with parking during the "tax season" because of H. & R. Block next door.

7. Sierra Gun Shop. Parking would be removed in front of only about half of the manager's shop. He is not sure if he would stay there once parking is removed. There is a lot next to his shop; he can rent part of it for parking at $100 per month. He does not believe he can afford this. He lives upstairs from the shop so that he would also have to relocate his residence if he moved. He also expressed concern about the snow and slush problem on the sidewalks.

8. Tucker Real Estate. Since there is a lot next to his shop, Mr. Tucker would not be as adversely affected by the removal of parking as some of the other firms. He owns the building in which his business, T.V. City and the Horn Tax Service is located. If either of these businesses left, he would face a loss in rents. He is also concerned about the snow and slush problem on the sidewalks.

9. T.V. City. The two managers of this shop were not as concerned about their firm going out of business as they were about the adverse impacts on the

smaller businesses which had no off-street parking. They did believe that they would lose some of their new sales because customers would not have the convenience of driving up to the front door. Any decrease in sales from the removal of parking would be more noticeable during inclement weather (i.e. with snow and ice on the sidewalks).

In addition to the businesses listed above, an antique shop went out of business soon after it was announced that parking would be removed from S. 6th St. There were undoubtly a variety of reasons why the antique shop terminated operations there, with the removal of parking being one.

Summary of Impacts: It is impossible to determine at this time how many businesses would terminate operations as a result of the removal of parking. Those businesses which are larger and have more than one location will be less likely to terminate operations. For example, parking removal will have a negligible effect on nation-wide firms such as H. & R. Block and State Farm Insurance. If one or more businesses terminate operations, it is likely that the low rents and high ADT's will cause another business to take its place--one that would be able to operate without on-street parking.

Much of the ability of the businesses to adapt to the change depends upon the business itself, upon that elusive quality, entrepreneurship. Those firms which make adjustments to the change, such as obtaining off-street parking, signing for off-street parking, informing their customers of this change, etc. will be more likely to adapt to the parking removal. Adaptation to the change will be particularly important in this case because, by law, the Oregon State Highway Division does not compensate property owners for the removal of on-street parking. That is, current state and federal regulations allow compensation for only certain changes, such as actual taking of property or removal of access; removal of on-street parking is not included under compensible items.

Steps to Minimize Adverse Impacts. While monetary compensation is not available, non-monetary assistance can be provided. If a business is economically or physically injured by a federally-funded project, then they are eligible for a loan through the Small Business Administration at a favorable interest rate if they cannot secure a loan through a bank. In addition, businesses can obtain advice and counseling through the Service Corps of Retired Executives (SCORE), which is composed of volunteer retired businessmen. This assistance can be obtained through the Management Assistance Office of the Small Business Administration in Portland, Oregon. In addition, the City of Klamath Falls could build parking lots for businesses and finance the costs of the lot(s) by a tax levy on adjacent businesses. Some possible locations of parking lots are shown in Figure 2.

Design remedies to relieve the snow and slush drainage problem are discussed elsewhere in the Hearing Study Report.

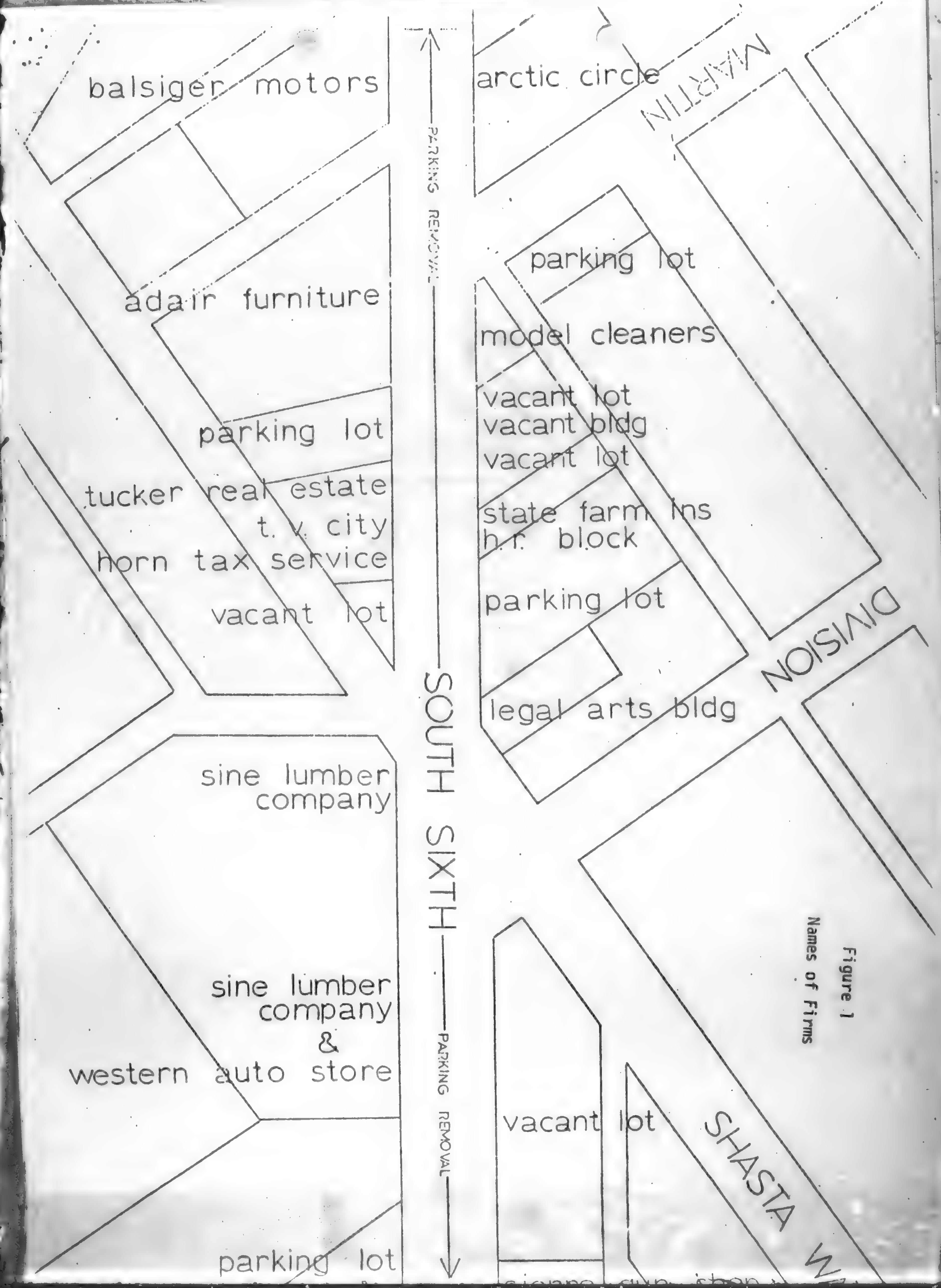


Figure 1
Names of Firms

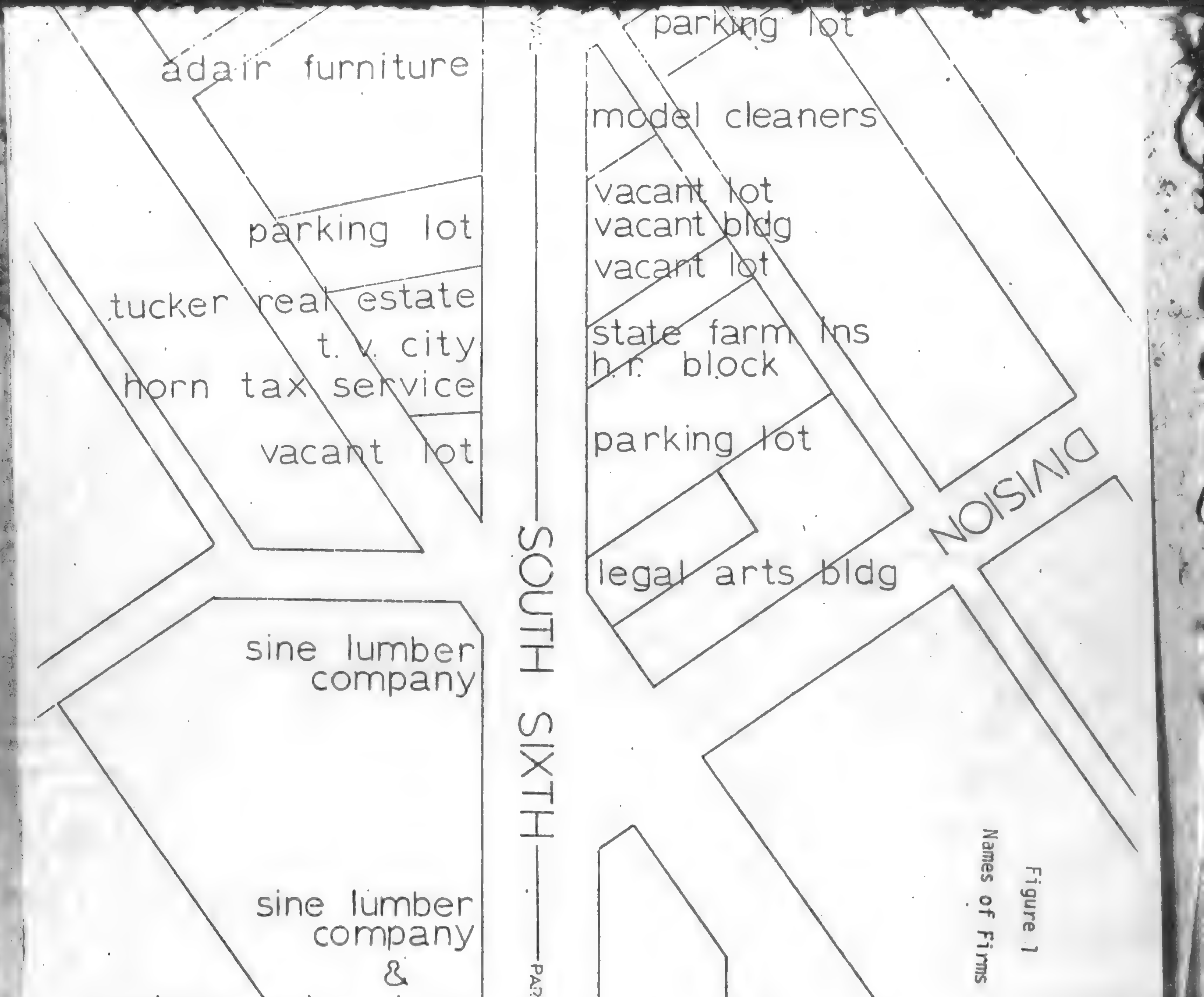


Figure 1
Names of Firms

Figure 2

Location of Present and Potential Parking.

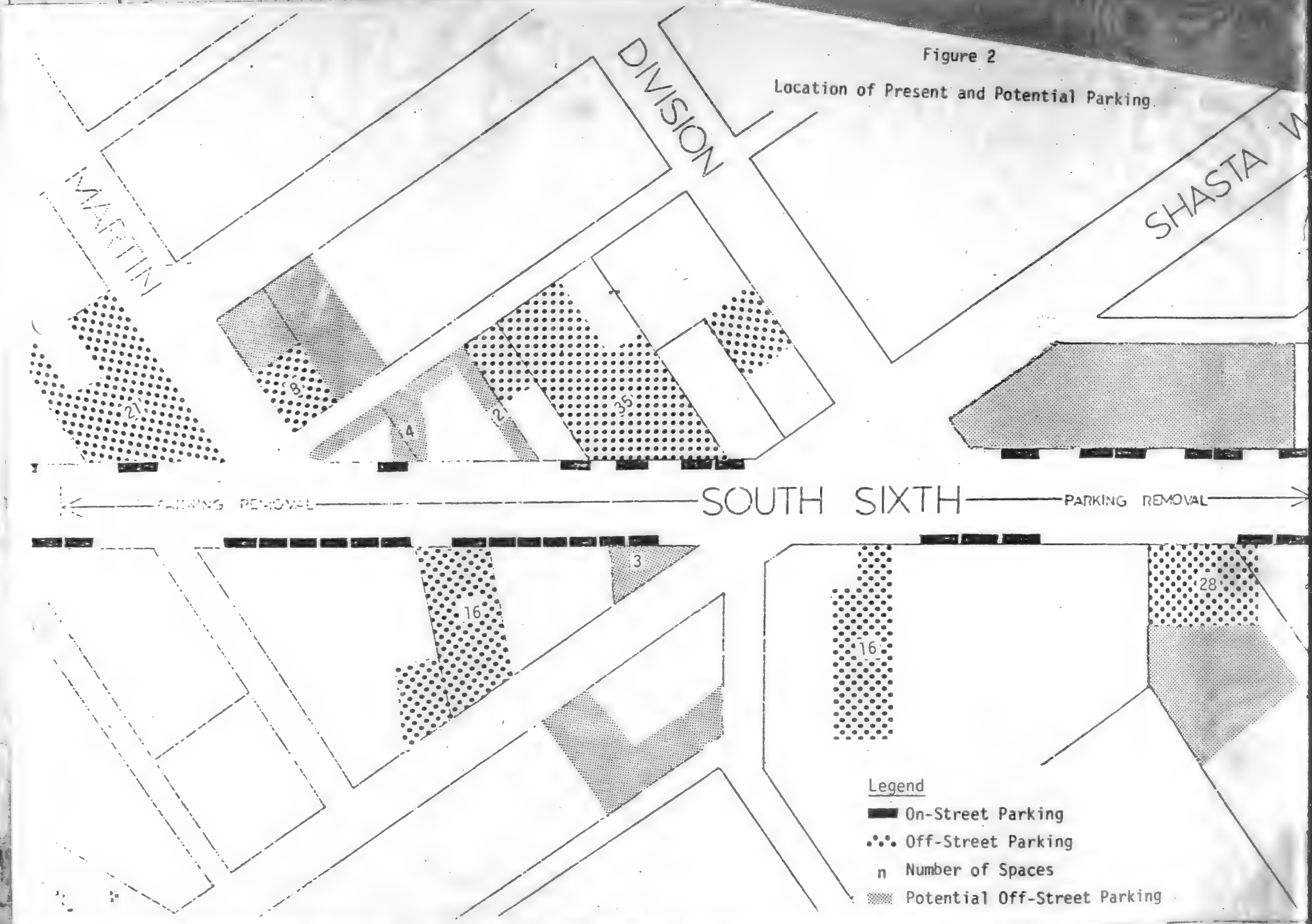
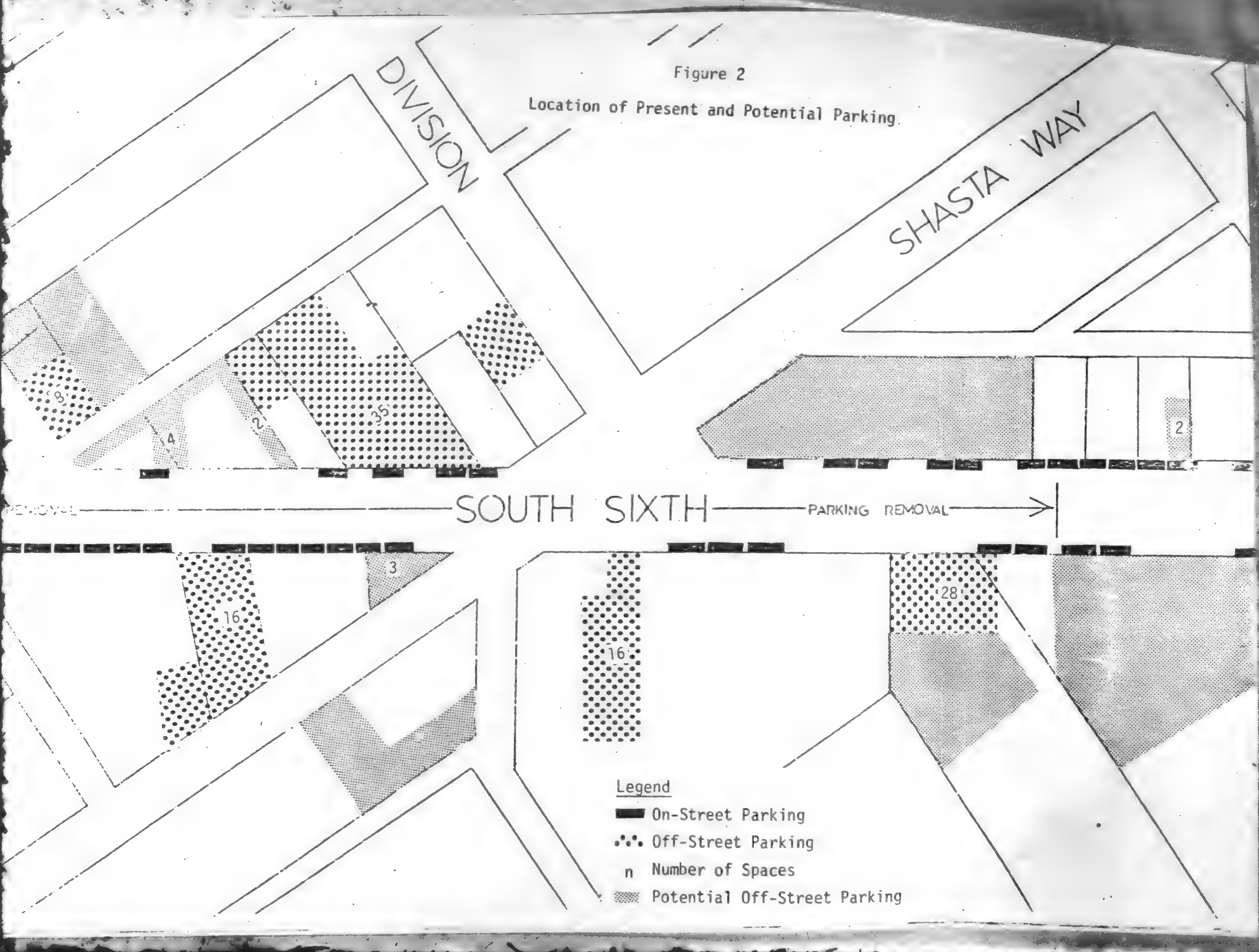


Figure 2

Location of Present and Potential Parking



CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

October 5, 1976

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE OCT 5 1976 RDE
RSO REGION 4 RBE
ASSIGNED________

Mr. Robert A. Sandmann,
Regional Construction Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

SUBJECT: Shasta Way - South Sixth to Eastside Bypass (F.A.U. 2298)

Dear Robert:

On August 9, 1976 the Common Council of the City of Klamath Falls conducted a hearing for the improvement of Shasta Way between South Sixth St. and the Eastside Bypass. At the same time the proposal included eliminating parking on South Sixth Street between Washburn Way and Adams St. A copy of the hearing minutes for the proposed improvements were mailed to your office during the week of September 6th.

On August 30th this office mailed to each City Councilman, the Mayor and City Manager a copy of the minutes of the hearing for their review prior to the September 20th Council meeting so Council could make a recommendation to the State for the proposed improvements. A noon study session was held Sept. 20th, at which time yourself and other State staff were present to add more input and to answer questions from the City Council prior to their Monday night Council meeting.

At the regularly scheduled September 20th Council meeting, the City of Klamath Falls City Council elected to improve Shasta Way from the Eastside Bypass to South Sixth Street and to eliminate that parking required to accommodate the signalization for the Shasta-South Sixth St. intersection and the left turn lane at the subject intersection.

A letter from Mr. Carl W. Williams indicates the State Highway Division may remove parking at some future date. At such time this is initiated, has the State considered some type of snow protective shield or barrier adjacent to the sidewalk to protect the pedestrians from the spray of slush. I understand in the snow zone of the Midwest and East there is a method to protect the pedestrians when a traffic lane does not have sufficient shy distance adjacent to a sidewalk. Something to perhaps consider at that point in time.

SISTER CITY
ROTORUA, NEW ZEALAND

The City has received copies of letters from the Klamath Bicycle Trail Committee and Klamath County Board of Commissioners on removing the bike path from the sidewalk and reducing the width.

The City of Klamath Falls would concur with Klamath County in that if added width causes any design problems the original width be maintained and the two (2) feet deleted.

It has been a pleasure working with the State staff from Bend as well as your local office in preparing this project for presentation to the City Council and the general public. I look forward to working with the Department on future projects within the Klamath Basin. As you have asked, the following enclosures are submitted:

1. Petition submitted by Mr. Granados
2. Map presented to Council by Mr. Fred Tucker
3. Movie film taken by Lindstrom
4. Transparencies used showing Shasta/S.Sixth intersection and proposed sections along Shasta Way
5. Council minutes of Sept. 20, 1976 meeting
6. Letter from Klamath Bicycle Trail Committee
7. Letter from Klamath County Board of Commissioners

Sincerely,

Larry Lindstrom

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

Enclosures

cc: Mayor
City Manager
Lyle Smith
John Gunter

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

September 27, 1976

Mr. John Gunter
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

REF: SHASTA WAY

Dear Mr. Gunter:

We have received a copy of the letter to you from the Klamath Bicycle Trail Committee.

We agree to removing the bicycle path from the sidewalk and reducing its width to five (5) feet. If the additional pavement width causes any design problems we would prefer that the original width be maintained and the two (2) feet be simply reduced from the proposed seven (7) foot sidewalk width.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Raymond P. Thorne
Raymond P. Thorne, Chairman

Bryant Williams
Bryant Williams, Commissioner

Lloyd Gift
Lloyd Gift, Commissioner

cc: Larry Lindstrom

[illegible]TED
[illegible]LYSKAL

September 27, 1976

Mr. John Gunter
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

REF: SHASTA WAY

Dear Mr. Gunter:

The Klamath Bicycle Trails Committee does not wish to have a bicycle path on the sidewalk of this proposed project as planned. We suggest that a five (5) foot sidewalk be installed on the south side of the street to the same standard as planned on the north side and that the extra two (2) feet gained be added to the paved section.

We will appreciate your consideration in forwarding this information to the proper unit within your organization.

Very truly yours,

Javie F. Granados

Javie Granados, Chairman
Klamath Bicycle
Trail Committee

JG:mt
cc: Board of Commissioner
Larry Lindstrom

L

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: May 25, 1976

FROM: Tom Schwab
Transportation

SUBJECT: Public Hearing Documentation
S. 6th Street - Eastside Bypass
Shasta Way, Klamath County

The subject section appears in the Six Year Construction Program of the Highway Division as a Federal Aid Urban project. The purpose of the proposed project is to upgrade the existing substandard street to a arterial.

The existing roadway is 22 to 30 foot (6.7-9.1 m) in width. The proposed street is to be variable width of 40 to 53 feet (12.2-16.2 m) with a 7 foot (2.1 m) sidewalk bikeway. No public transportation is provided in this corridor and none is anticipated in the future.

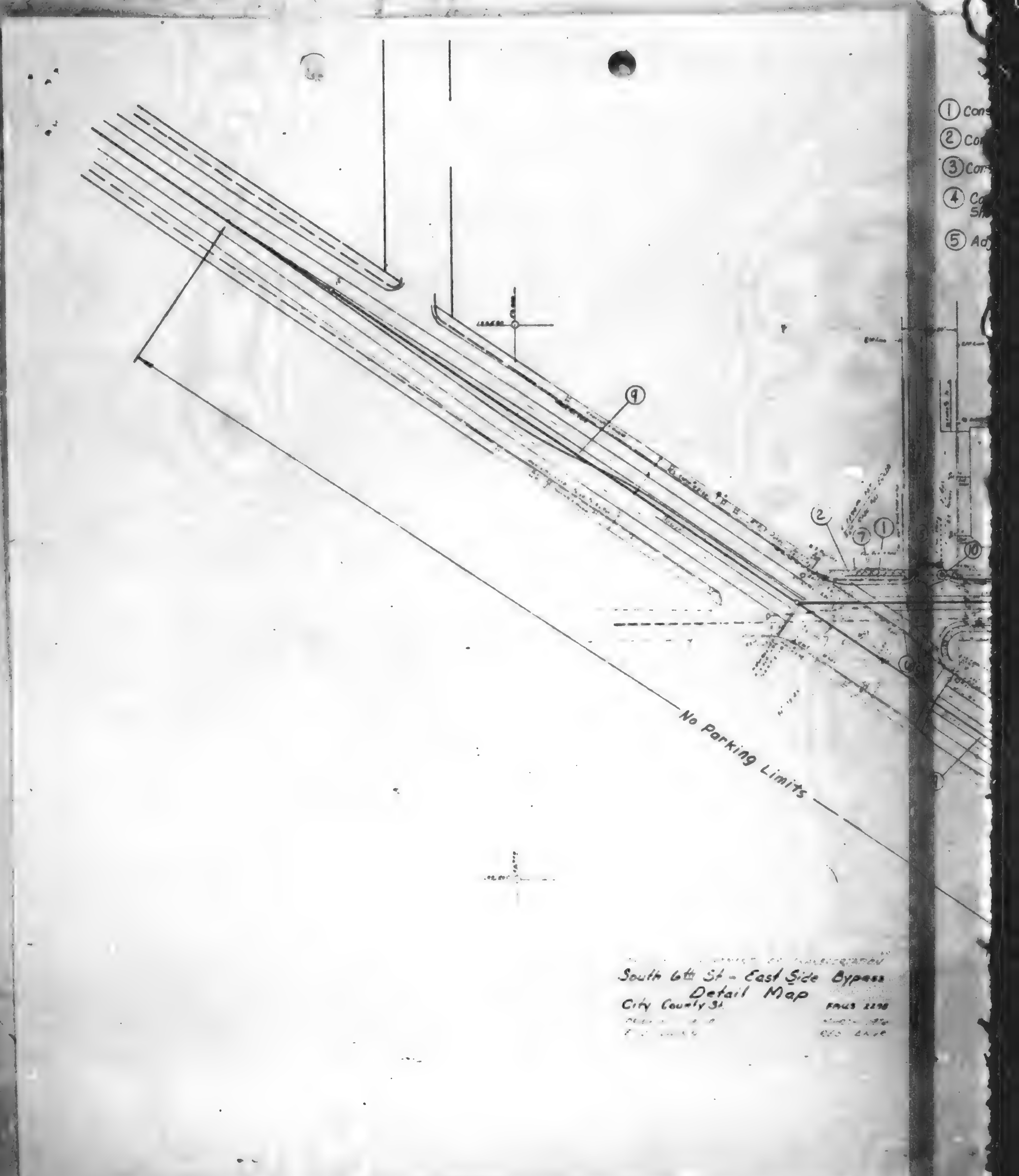
During 1975 the average daily traffic on the section was 6,200 vehicles. Assuming unrestricted travel and no public transportation provided in this corridor, the projected 1995 average daily traffic is 9,600 vehicles. The calculated design capacity of the existing street is 4,800 vehicles between 6th Street and Washburn Way and 7,500 vehicles between Washburn Way and Eastside Bypass.

The accident rate for this street is not available.

TS:lp
cc: Don Keyes
George Ramjoue

NOTED
W. N. HACKLEMAN

Hack..



South 6th St - East Side Bypass
Detail Map
City County St. FAUS 2298

① Const. Type "A" Curb

② Const. P.C. Conc. Walks

③ Const. Sidewalk Ramps - 11 (Total)

④ Const. P.C. Conc. Type "A" Driveways - 23 (Total)
Shown Thus

⑤ Adjust Manholes - 9 (Total)

⑥ Remove Curbs - 510'

⑦ Remove Conc. Walks - 260 Sq Yd.
Shown Thus XXXXXX

⑧ Remove Conc. Gutter

⑨ Const. Painted Traffic Markers
(By Others)

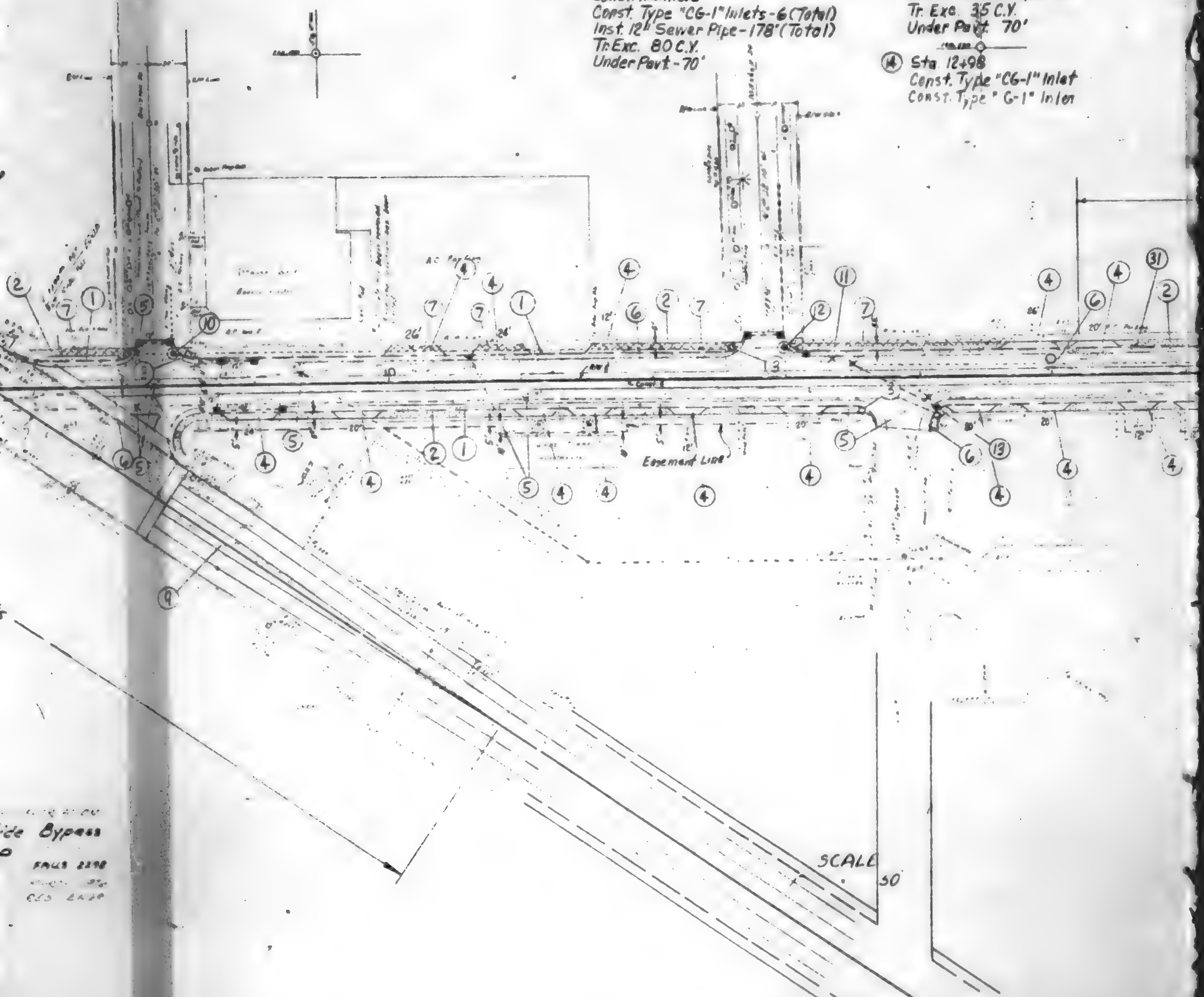
⑩ Sta. 3+38
Rem Inlet
Const. Manhole
Const. Type "CG-1" Inlets - 6 (Total)
Inst. 12" Sewer Pipe - 178' (Total)
Tr. Exc. 80 C.Y.
Under Pavt. - 70'

⑪ Rem. Inlets

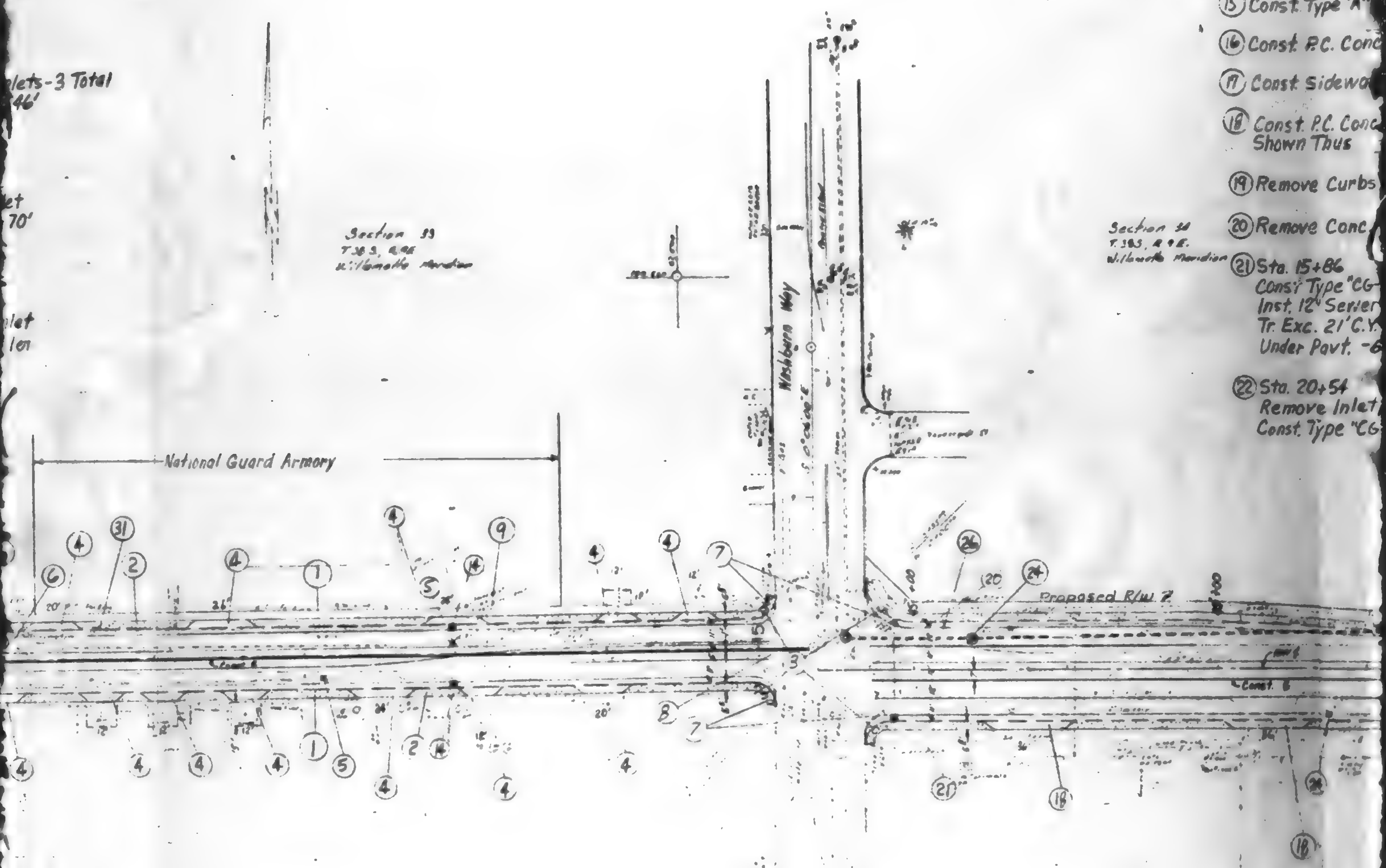
⑫ Sta. 8+00
Rem. Inlet
Const. Manhole
Const. Type "CG-1" Inlets - 3 Total
Inst. 12" Sewer Pipe - 46'
Tr. Exc. 22 C.Y.
Under Pavt. - 28'

⑬ Sta. 9+10
Const. Type "CG-1 Inlet
Inst. 12" Sewer Pipe - 70'
Tr. Exc. 35 C.Y.
Under Pavt. 70'

⑭ Sta. 12+98
Const. Type "CG-1" Inlet
Const. Type " G-1" Inlet



ide Bypass
FAUS 2298


lets-3 Total
46'
et
70'
let
len
Section 33
T.38S, R.9E
Willamette Meridian
Section 34
T.38S, R.9E
Willamette Meridian
Washburn Way
National Guard Armory
Proposed R/W
15 Const. Type "A"
16 Const. P.C. Conc
17 Const. Sidewa
18 Const. P.C. Conc
Shown Thus
19 Remove Curbs
20 Remove Conc
21 Sta. 15+86
Const. Type "CG-
Inst. 12" Sewer
Tr. Exc. 21' C.Y.
Under Pavt. -6
22 Sta. 20+54
Remove Inlet
Const. Type "CG
4
6
31
2
4
1
4
5
14
9
4
4
7
3
8
7
26
24
4
4
4
4
1
5
4
2
14
4
4
21
18
18
24

Const. Type "A" Curb

Const. PC Conc. Walks

Const. Sidewalk Ramps - 4 (Total)

Const. PC Conc. Type "A" Driveways - 10 (Total)
Shown Thus [illegible]

Remove Curbs - 785' (Total)

Remove Conc. Gutter

Sta. [illegible]
Const. Type "CG-1" Inlets - 2
Inst. 12" Sewer Pipe - 60'
Tr. Exc. 21 C.Y.
Under Pavt. - 60'

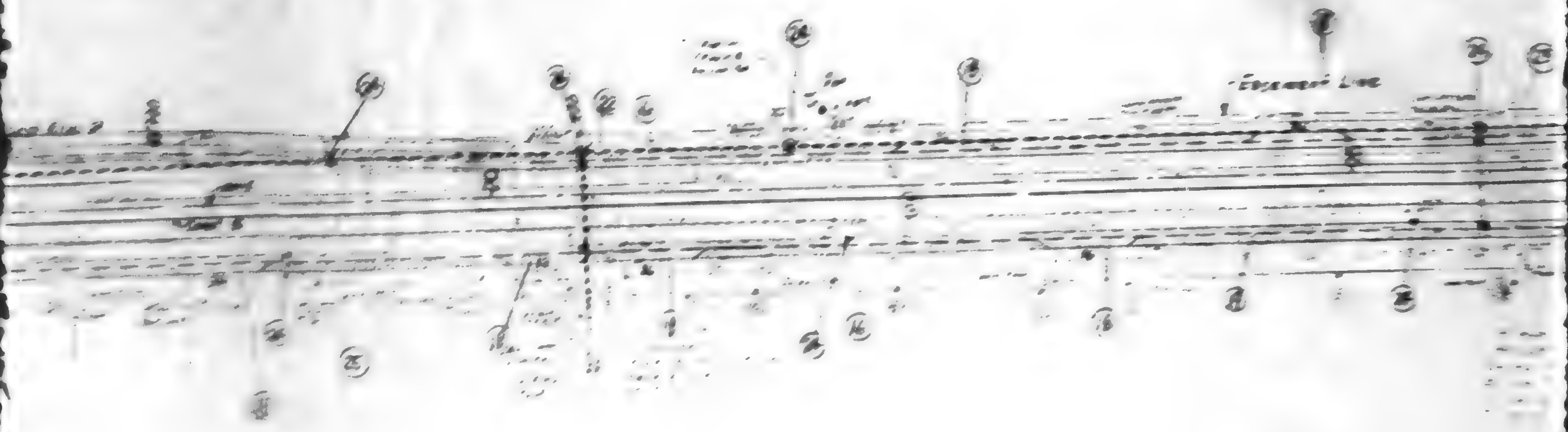
Sta. 20+54
Remove Inlet, Rt.
Const. Type "CG-1" Inlets - 2

Sta. 25+75
Const. Type "CG-1" Inlets - 2
Inst. 12" Sewer Pipe - 52'
Tr. Exc. 28 C.Y.
Under Pavt. - 85'

Adjust Manholes - 10 (Total)

Plug Exty. 24" C.M.P.

Sta. 15+55 to Sta. 16+38
Rem. Exty. 18" Sewer Pipe - 83'
Inst. 24" Sewer Pipe - 80'
Tr. Exc. 67 C.Y.
Under Pavt. - 20'



⑮ Const. Type "A" Curb

⑯ Const. P.C. Conc. Walks

⑰ Const. Sidewalk Ramps - 4 (Total

⑱ Const. P.C. Conc. Type "A" Driveways - 10 (Total)
Shown Thus

⑲ Remove Curbs - 785' (Total)

⑳ Remove Conc. Gutter

Section 34
T.38S, R.9E.
Willamette Meridian

㉑ Sta. 15+86
Const. Type "CG-1" Inlets - 2
Inst. 12" Sewer Pipe - 60'
Tr. Exc. 21' C.Y.
Under Pavt. - 60'

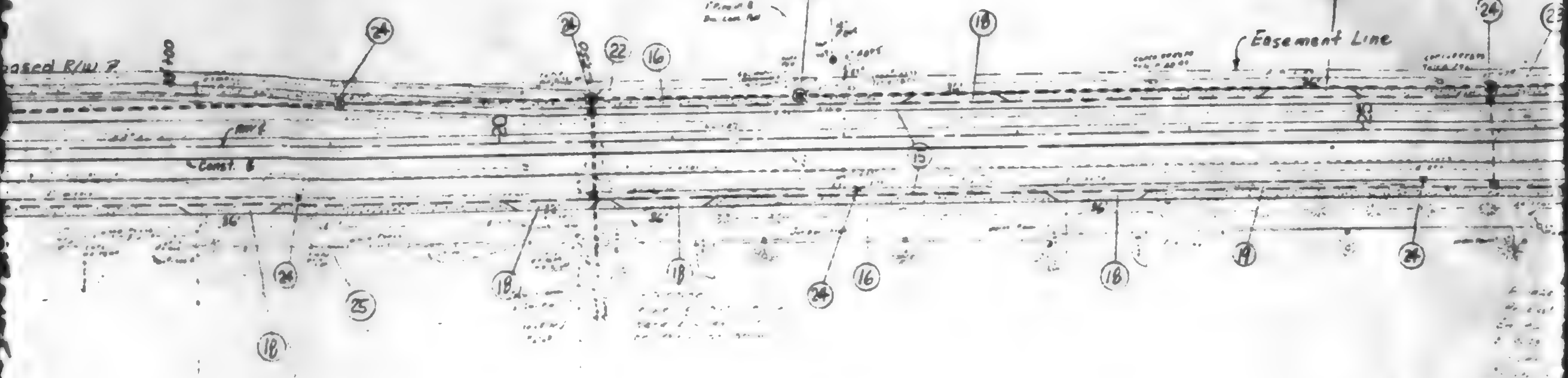
㉒ Sta. 20+54
Remove Inlet, Rt.
Const. Type "CG-1" Inlets - 2

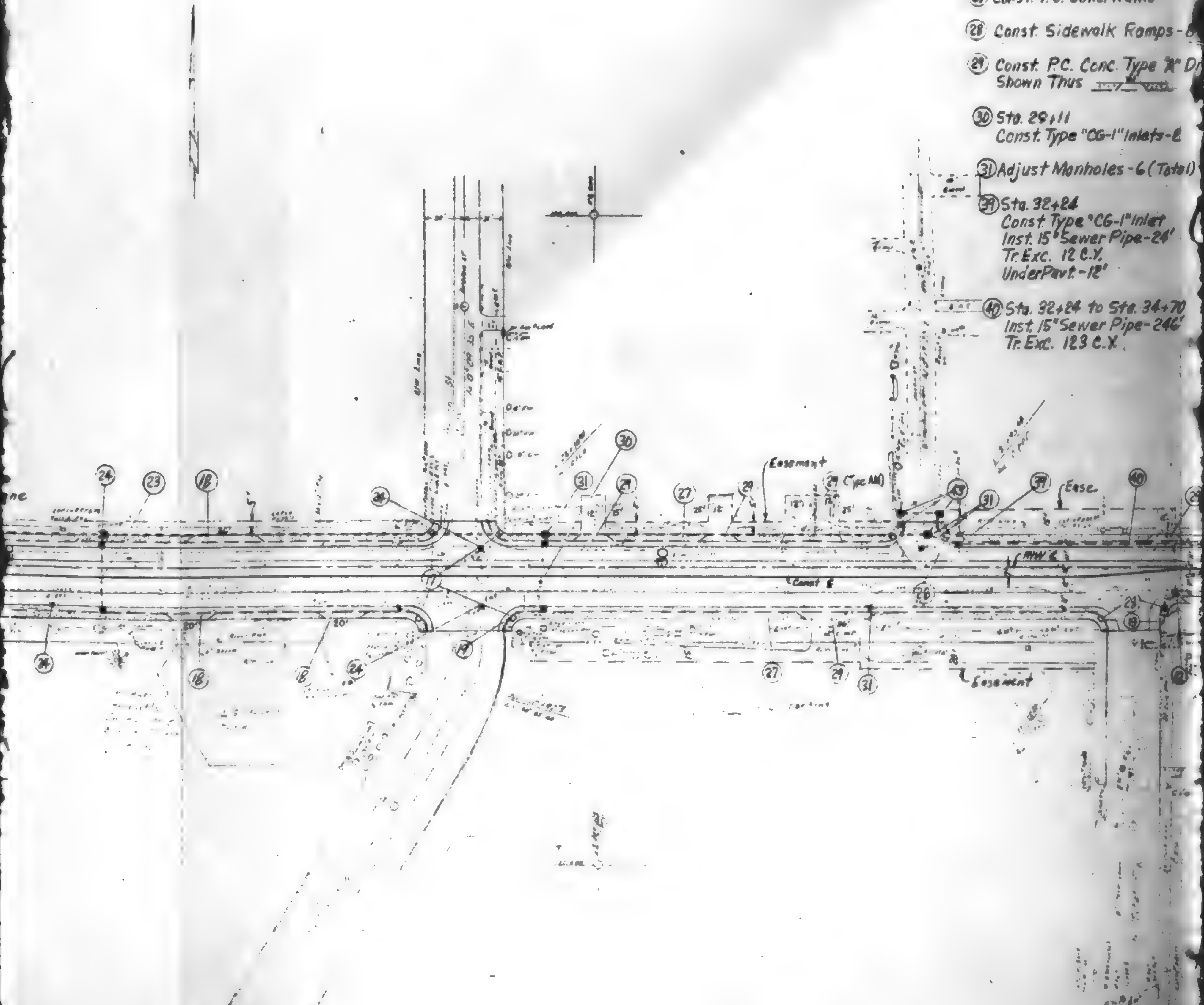
㉓ Sta. 25+75
Const. Type "CG-1" Inlets - 2
Inst. 12" Sewer Pipe - 52'
Tr. Exc. 24 C.Y.
Under Pavt. - 45'

㉔ Adjust Manholes - 10 (Total)

㉕ Plug Extg. 24" C.M.P.

㉖ Sta. 15+55 to Sta. 16+38
Rem. Extg. 18" Sewer Pipe - 80'
Inst. 24" Sewer Pipe - 80'
Tr. Exc. 67 C.Y.
Under Pavt. - 20'





㉗ Const. P.C. Conc. Walks

㉘ Const. Sidewalk Ramps-

㉙ Const. P.C. Conc. Type "A" Dr
Shown Thus

㉚ Sta. 29+11
Const. Type "CG-1" Inlets-2

㉛ Adjust Manholes - 6 (Total)

㊴ Sta. 32+24
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe-24'
Tr. Exc. 12 C.Y.
Under Pavt. - 12'

㊵ Sta. 32+24 to Sta. 34+70
Inst. 15" Sewer Pipe-246'
Tr. Exc. 123 C.Y.

t. P.C. Conc. Walks

t. Sidewalk Ramps-8 (Total)

t. P.C. Conc. Type "A" Driveways-14 (Total)
n Thus

29+11
t. Type "CG-1" Inlets-2

ust Manholes-6 (Total)

. 32+24
nst. Type "CG-1" Inlet
t. 15" Sewer Pipe-24'
Exc. 12 C.Y.
erPavt.-12'

a. 32+24 to Sta. 34+70
t. 15" Sewer Pipe-246'
Exc. 123 C.Y.

㊶ Sta. 34+70
Const. Type "CG-1" Inlet

㊷ Sta. 33+91
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-38'
Tr. Exc. 16 C.Y.
Under Pavt. 28'

㊸ Sta. 32+00
Remove Type "D" Inlets-2
Const. Type "D" Inlets-2
Inst. 12" Sewer Pipe-50' (Total)
Tr. Exc. 22 C.Y.
Under Pavt.-24'

㊹ Sta. 34+70 to Sta. 37+15
Inst. 15" Sewer Pipe-245'
Tr. Exc. 123
Under Pavt.-40'

㊺ Sta. 37+15
Const. Manhole
Const. Type "D" Inlets-2
Inst. 12" Sewer Pipe-105' (Total)
Tr. Exc. 45 C.Y.
Under Pavt. 37'

㉜ Const. Type "A" Curb

㉝ Const. P.C. Conc. Walks

㉞ Const. Sidewalk Ramps

㉟ Const. P.C. Conc. Type "A" Driveways-16 (Total)

㊱ Adjust Manholes-2 (Total)

㊲ Sta's 36+25, 36+28,
42+21 & 42+75
Conc. Conc. Steps, Rt.
Conc. 3 C.Y.
Reinf. 268 lb.

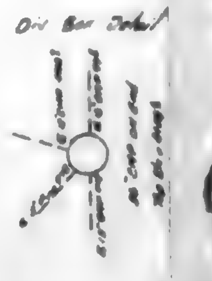
㊳ Painted Traffic Markers
(By Others)

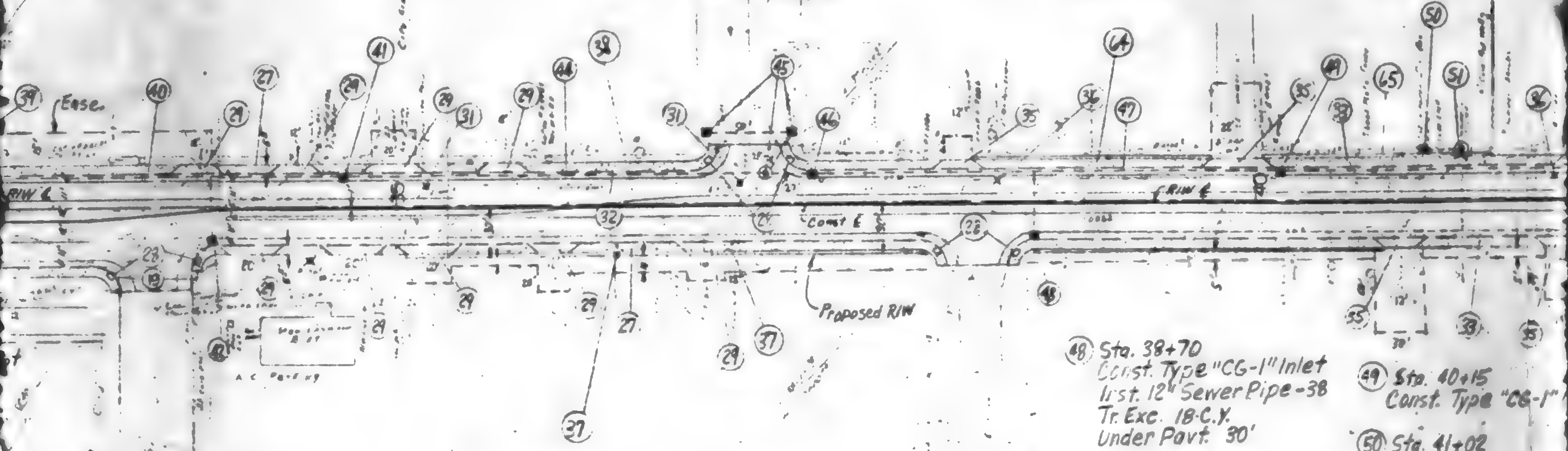
㊻ Sta. 37+42
Const. Type "CG-1" Inlet

㊼ Sta. 37+42 to Sta. 40+15
Inst. 12" Sewer Pipe-273'
Tr. Exc. 134 C.Y.

(52) Sta. 40+15 to Sta. 44
Inst. 12" Sewer Pipe-
Tr. Exc. 200 C.Y.

(53) Sta. 44+20
Cond. Type "CG-1" Inlet





㊽ Sta. 38+70
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-38
Tr. Exc. 18 C.Y.
Under Pavt. 30'

㊾ Sta. 40+15
Const. Type "CG-1"

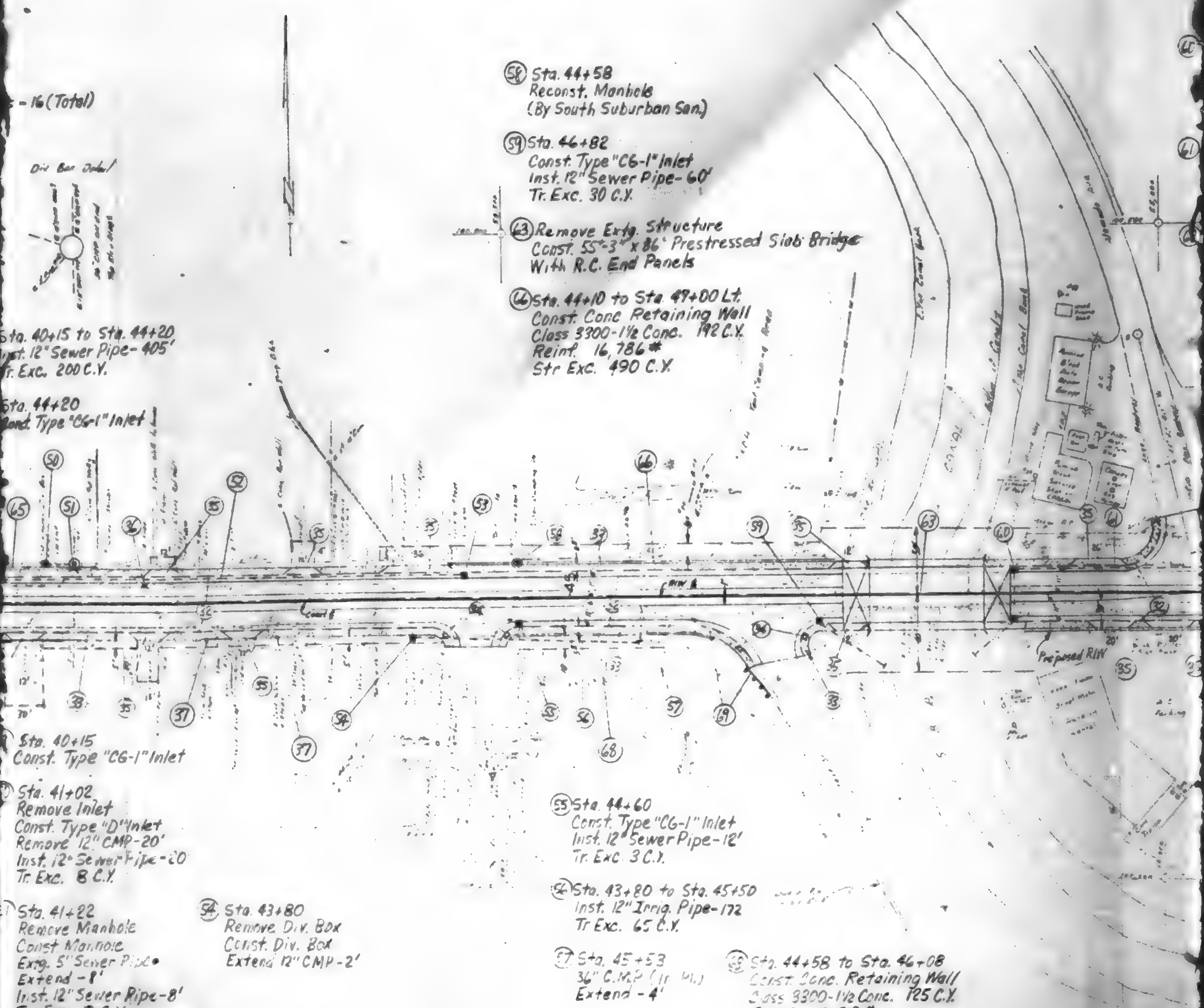
㊿ Sta. 41+02
Remove Inlet
Const. Type "D" Inle
Remove 12" CMP-2
Inst. 12" Sewer Pip
Tr. Exc. 8 C.Y.

(51) Sta. 41+22
Remove Manhole
Const. Manhole
Extg. 5" Sewer Pipe
Extend-8'
Inst. 12" Sewer Pip
Tr. Exc. 8 C.Y.

(64) Sta. 38+36 to Sta. 39+74 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ 41 C.Y.
Reinf. 2177#
Str. Exc. 62 C.Y.

(65) Sta. 40+64 to Sta. 41+40 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 52 C.Y.
Reinf. 2584#
Str. Exc. 114 C.Y.

(67) Sta. 38+68 to Sta. 40+75 Rt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 76 C.Y.
Reinf. 3803#
Str. Exc. 90 C.Y.



- 16(Total)

Sta. 40+15 to Sta. 44+20
nst. 12" Sewer Pipe-405'
r. Exc. 200 C.Y.

Sta. 44+20
onst. Type "CG-1" Inlet

Sta. 40+15
Const. Type "CG-1" Inlet

Sta. 41+02
Remove Inlet
Const. Type "D" Inlet
Remove 12" CMP-20'
Inst. 12" Sewer Pipe-20
Tr. Exc. 8 C.Y.

Sta. 41+22
Remove Manhole
Const. Manhole
Extg. 5" Sewer Pipe
Extend -8'
Inst. 12" Sewer Pipe-8'
Tr. Exc. 8 C.Y.

(54) Sta. 43+80
Remove Div. Box
Const. Div. Box
Extend 12" CMP-2'

(58) Sta. 44+58
Reconst. Manhole
(By South Suburban San.)

(59) Sta. 46+82
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-60'
Tr. Exc. 30 C.Y.

(63) Remove Extg. Structure
Const. 55'-3" x 86' Prestressed Slab Bridge
With R.C. End Panels

(66) Sta. 44+10 to Sta. 49+00 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 192 C.Y.
Reinf. 16,786#
Str. Exc. 490 C.Y.

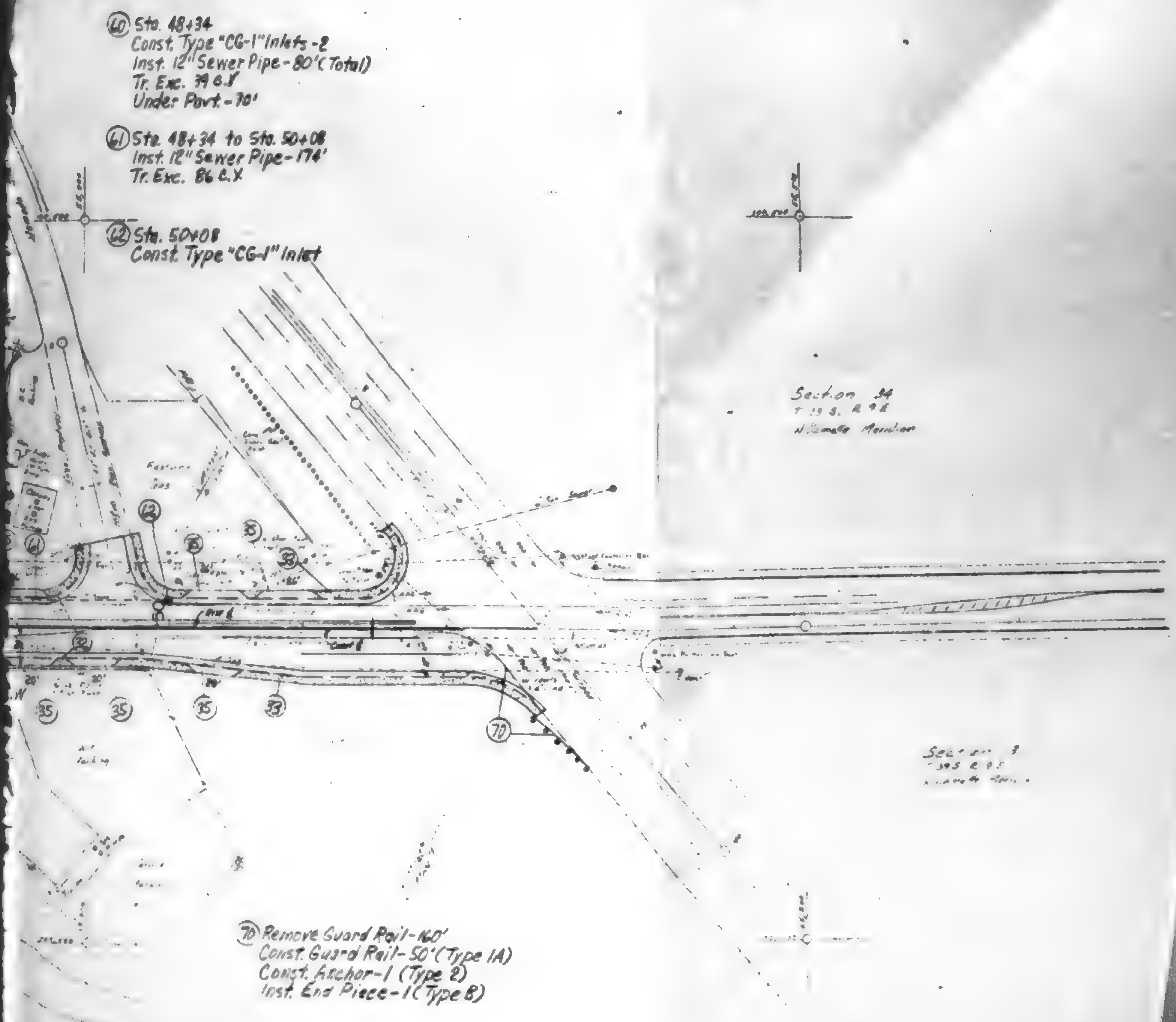
(55) Sta. 44+60
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-12'
Tr. Exc. 3 C.Y.

(56) Sta. 43+80 to Sta. 45+50
Inst. 12" Irrig. Pipe-172
Tr. Exc. 65 C.Y.

(57) Sta. 45+53
36" C.M.P. (Irr. [illegible])
Extend - 4'

(68) Sta. 44+58 to Sta. 46+08
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 125 C.Y.
Reinf. 12,519#
Str. Exc. 190

(69) Rem. Guard Rail-80'
Const. Guard Rail-25' (Type 1A)
Const. Anchor-1 (Type 2)
Inst. Type "B" End Piece-1



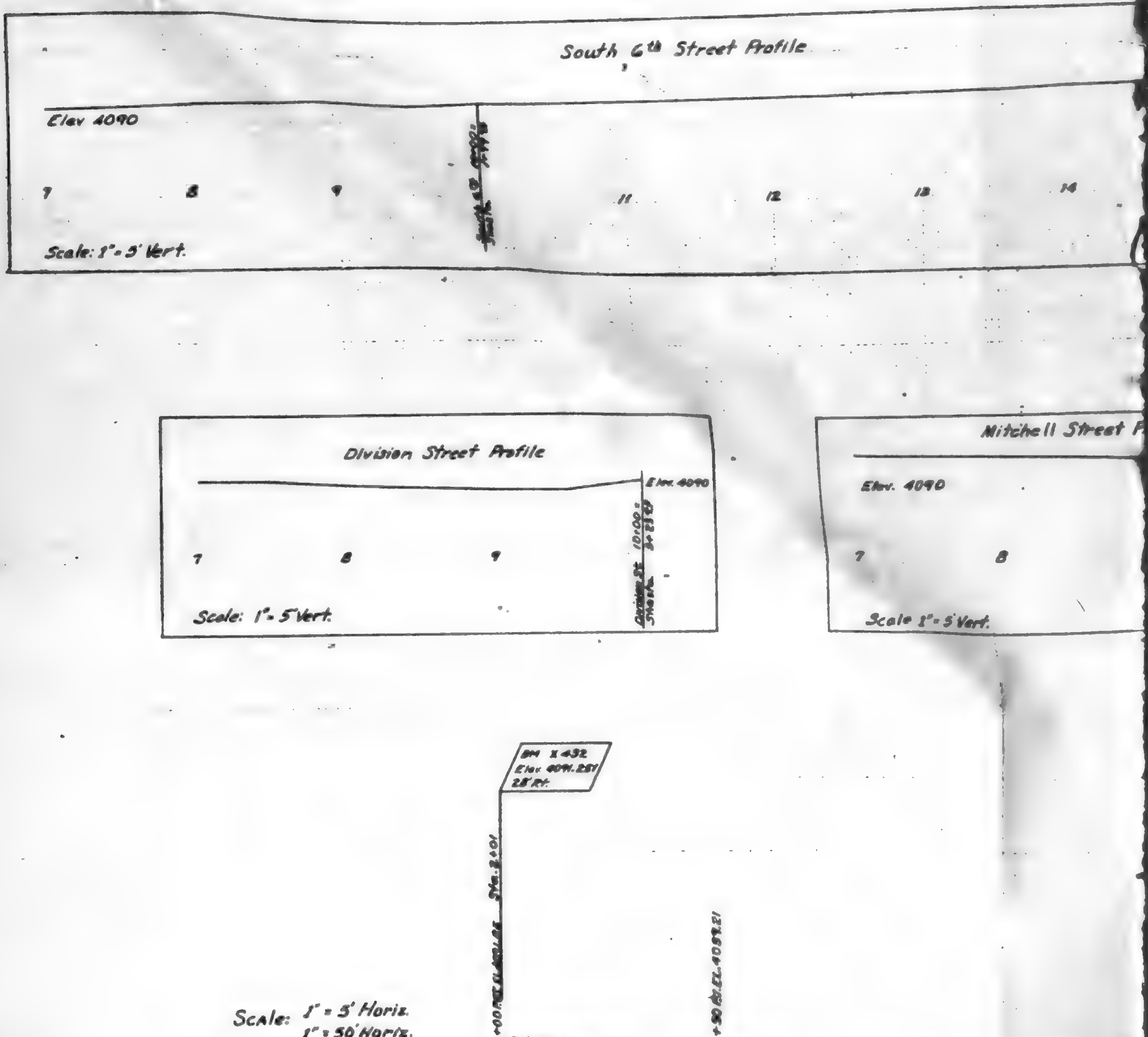
(60) Sta. 48+34
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 39 C.Y.
Under Pavt.-70'

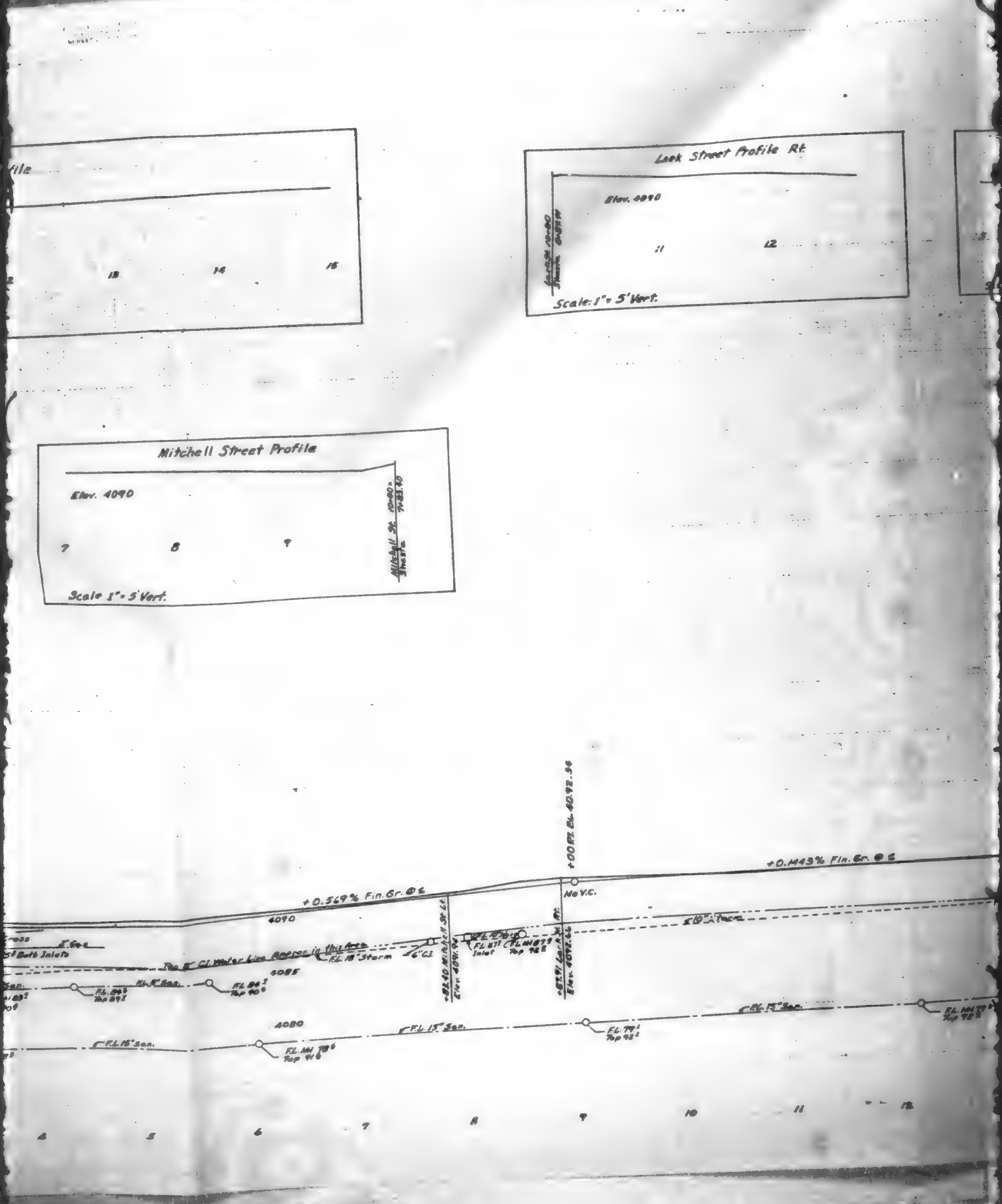
(61) Sta. 48+34 to Sta. 50+08
Inst. 12" Sewer Pipe-174'
Tr. Exc. 86 C.Y.

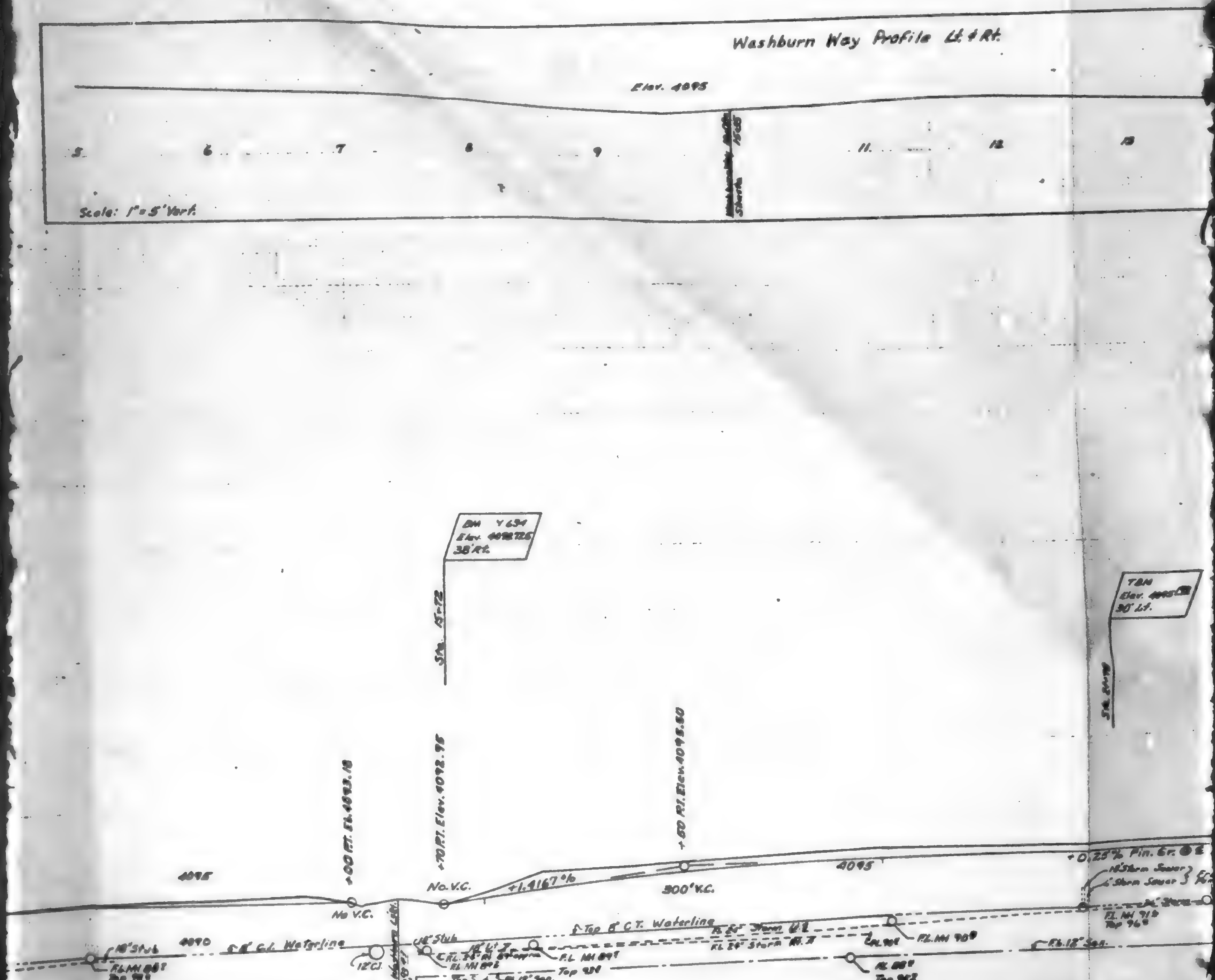
(62) Sta. 50+08
Const. Type "CG-1" Inlet

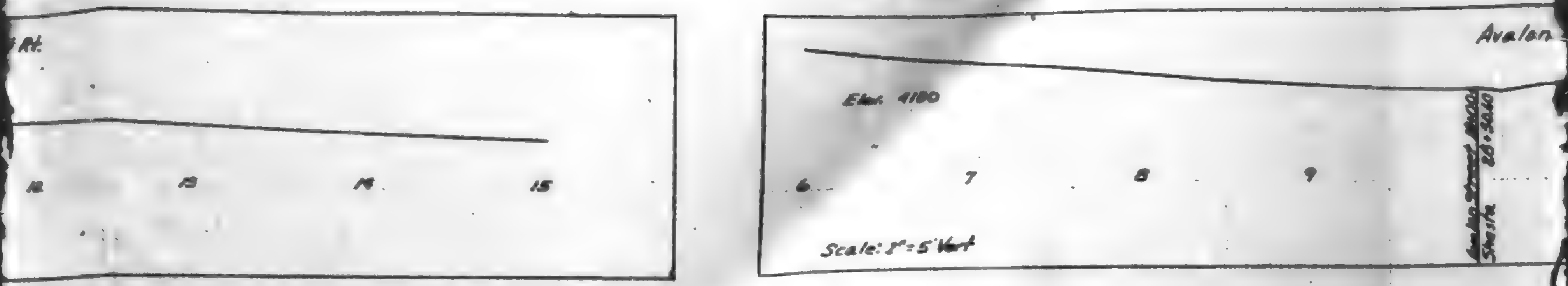
(70) Remove Guard Rail-160'
Const. Guard Rail-50' (Type 1A)
Const. Anchor-1 (Type 2)
Inst. End Piece-1 (Type B)

OREGON STATE HIGHWAY DIVISION
PROFILE
SOUTH SIXTH STREET-EASTSIDE BYPASS
SHASTA WAY-(Klamath Falls)
F.A.U.S. 2298
KLAMATH COUNTY
MARCH 1977

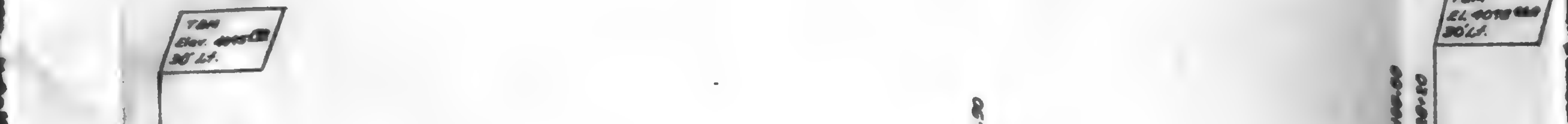

South 6th Street Profile
Elev 4090
7
8
9
11
12
13
14
Scale: 1" = 5' Vert.
Division Street Profile
Elev. 4090
7
8
9
Scale: 1" = 5' Vert.
Mitchell Street P
Elev. 4090
7
8
Scale 1" = 5' Vert.
BM X 432
Elev 4091.251
25' Rt.
Sta. 2+01
+90 P.I. EL. 4089.21
Scale: 1" = 5' Horiz.
1" = 50' Horiz.
-1.76% Fin. Gr.
250' V.C.
8" Cross
F.L. 83± Both Inlets
Top 8" C.I. Water Line
F.L. 8" San.
F.L. MH 82±
Top 90±
F.L. MH 83±
Top 90±
F.L. 15" San.
F.L. MH 78±
Top 90±
2
3
4
5
6


file
13
14
15
Lack Street Profile Rt.
Elev. 4090
11
12
Scale: 1" = 5' Vert.
Mitchell Street Profile
Elev. 4090
7
8
9
Mitchell St. 10+00
Scale 1" = 5' Vert.
+00 Ft. El. 4092.94
+0.1443% Fin. Gr. @ ℄
+0.569% Fin. Gr. @ ℄
No V.C.
4090
ross
5" Both Inlets
Top 8" C.I. Water Line Approx. in this Area
F.L. 18" Storm
6" C.I.
+92.10 Mitchell St. Lt.
Elev. 4091.96
F.L. 87
Inlet
F.L. MH 87
Top 92.8
+87.91 Lack Rt.
Elev. 4092.66
4085
San.
F.L. 8" San.
F.L. 84
Top 89
F.L. 86
Top 90
4080
F.L. 15" San.
F.L. 15" San.
F.L. MH 78
Top 91.6
F.L. 79
Top 92
F.L. 15" San.
F.L. MH 79
Top 92
4
5
6
7
8
9
10
11
12

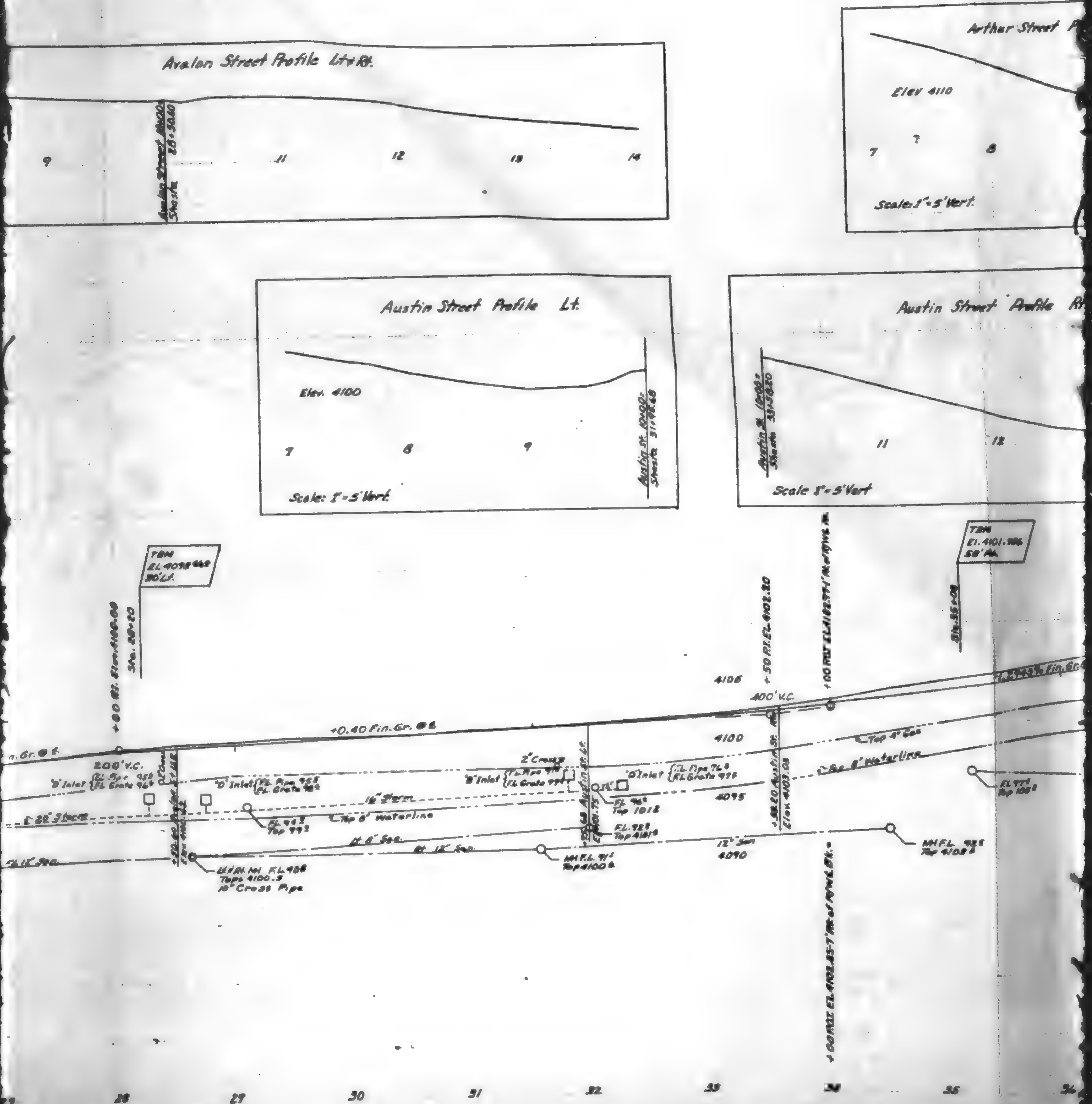

Washburn Way Profile Lt. & Rt.
Elev. 4095
5
6
7
8
9
11.
12
13
Scale: 1"=5' Vert.
BM Y 634
Elev. 4092.725
38' Rt.
Sta. 15+72
TBM
Elev. 4095
30' Lt.
+00 P.I. El. 4093.10
+70 P.I. Elev. 4092.96
+50 P.I. Elev. 4095.50
4095
No V.C.
No. V.C.
+1.4167%
300' V.C.
+0.25% Fin. Gr. @ ℄
16" Storm Sewer
6" Storm Sewer
4090
16" Stub
F.L. MH 89
Top 95
℄ 8" C.I. Waterline
12" C.I.
Elev. 4087
12" Stub
F.L. 24" Storm
F.L. MH 89
Top 95
F.L. 12" San.
F.L. MH 89
Top 95
℄ Top 8" C.T. Waterline
F.L. 24" Storm
F.L. 24" Storm
F.L. MH 90
F.L. MH 88
Top 95
F.L. MH 91
Top 96
F.L. 12" San.
4085
F.L. 15" San.
F.L. MH 79
Top 95
Buried in field
F.L. unavailable
Located from
F.L. MH 80
Top 95
14
15
16
17
18
19
20
21

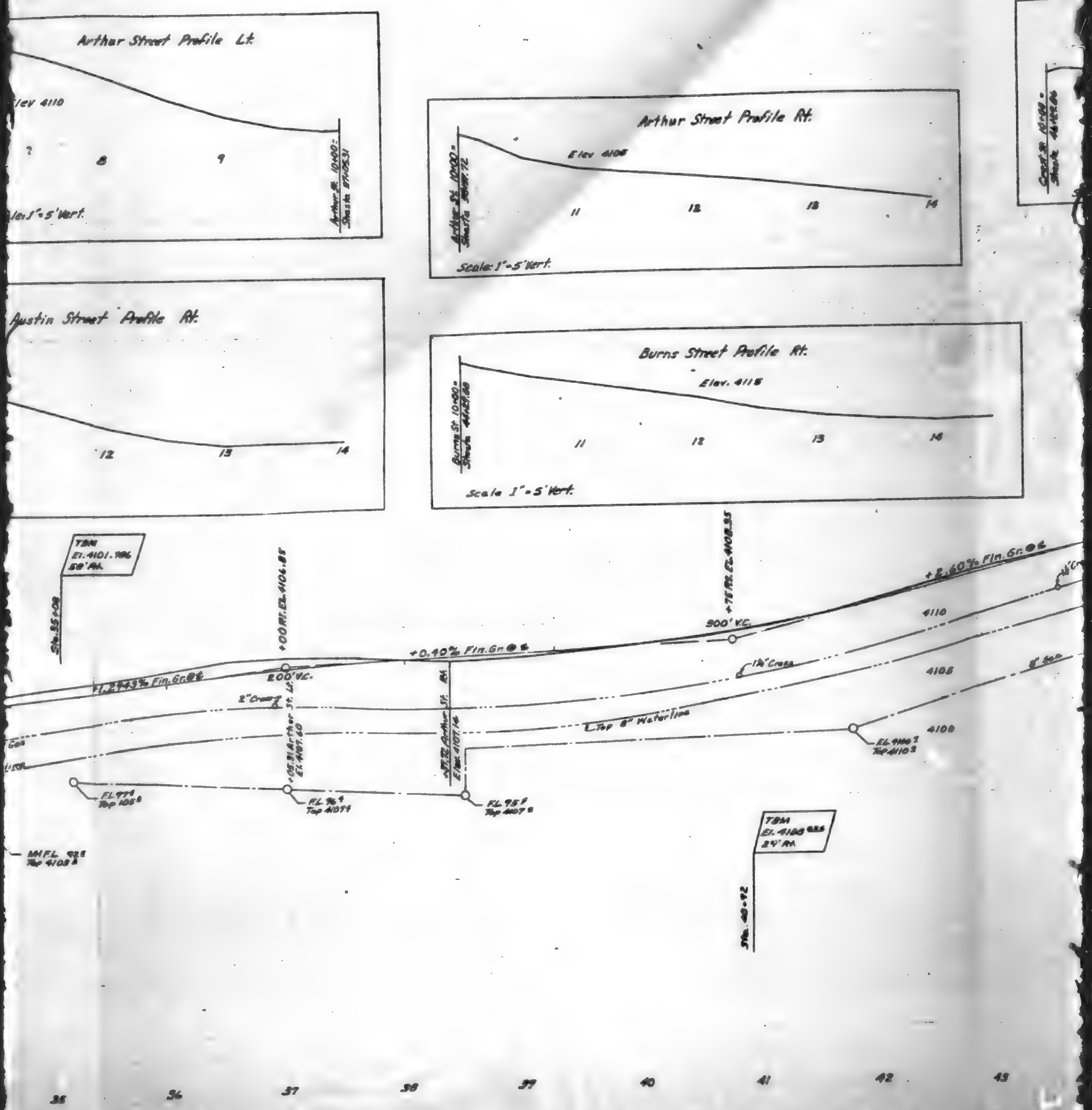


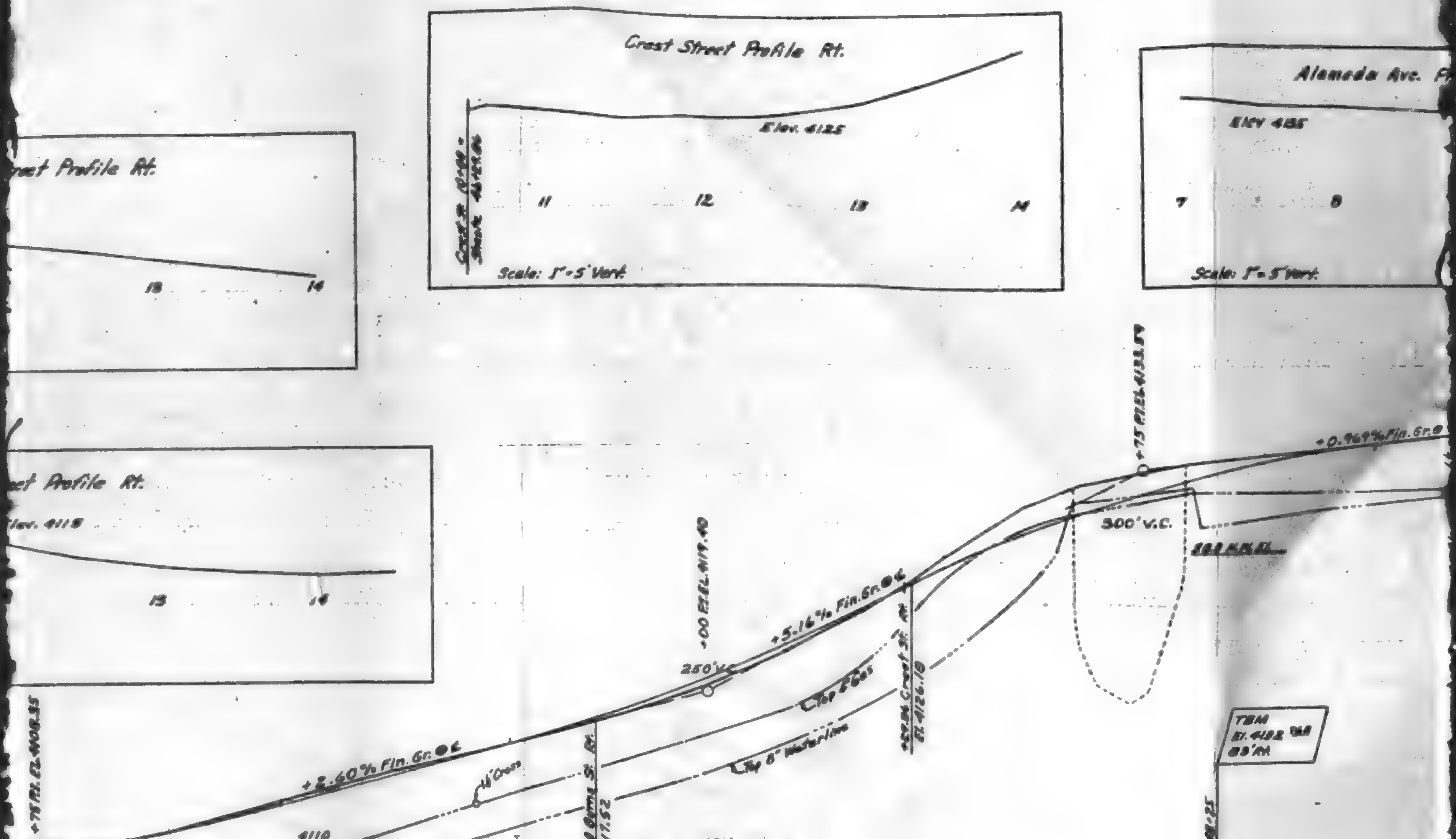
Rt.
12
13
14
15
Avalon
Elev. 4100
6
7
8
9
Scale: 1" = 5' Vert
Avalon Street
Sta. 28+30.40

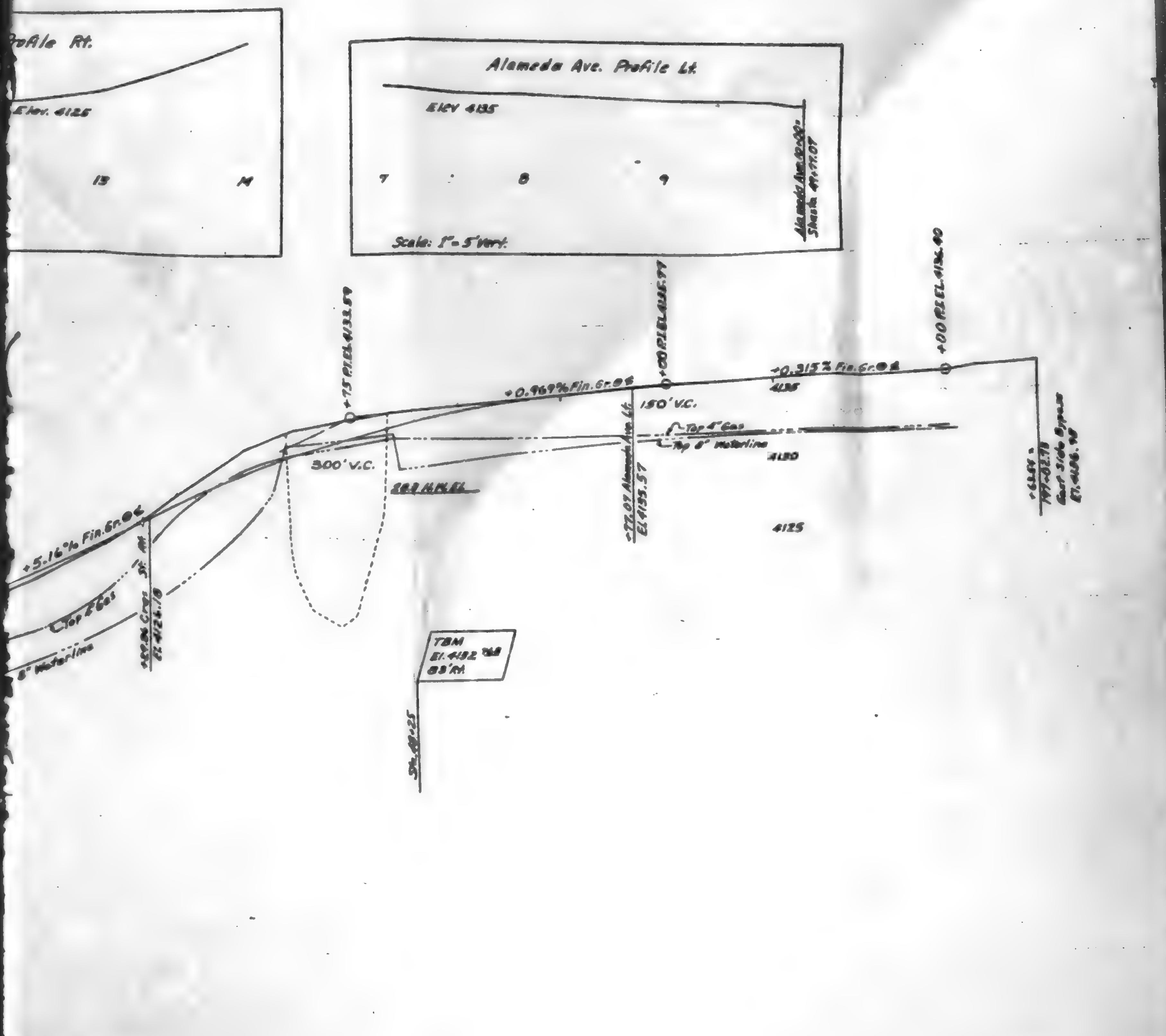


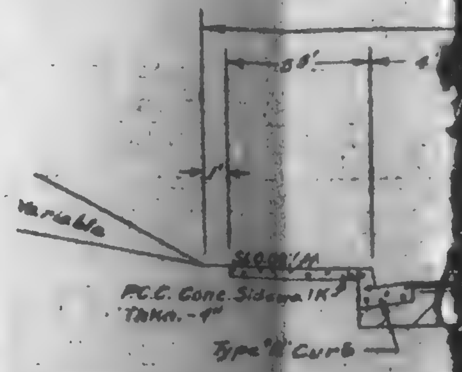
TBM
Elev. 4095
30' Lt.
Sta. 21+18
+50 Rt. Elev. 4091.30
TBM
EL. 4098
30' Lt.
+80 Rt. Elev. 4100.50
Sta. 28+20
4100
300' V.C.
+1.00% Fin. Gr. @ ℄
200' V.C.
4095
+0.25% Fin. Gr. @ ℄
℄ 4" Gas
℄ 8" C.I. Waterline
℄ 30" Storm
℄ Fl. 12" San.
4090
℄ Fl. 12" San.
Fl. 12" San.
20
21
22
23
24
25
26
27
28


Avalon Street Profile Lt+Rt.
Avalon Street
Shasta
9
11
12
13
14
Arthur Street P
Elev 4110
7
8
Scale: 1"=5' Vert.
Austin Street Profile Lt.
Elev. 4100
7
8
9
Austin St.
Shasta
Scale: 1"=5' Vert.
Austin Street Profile Rt
Austin St.
Shasta
11
12
Scale 1"=5' Vert
TBM
El. 4098.969
30' Lt.
Sta. 28+20
+00 P.I. Elev. 4100.00
TBM
El. 4101.986
58' Rt.
Sta. 35+08
+50 P.I. El. 4102.20
4105
400' V.C.
4100
4095
4090
+0.40 Fin. Gr. @ ℄
n. Gr. @ ℄
200' V.C.
'D' Inlet {FL Pipe 95 / FL Grate 96}
'D' Inlet {FL Pipe 95 / FL Grate 96}
'B' Inlet {FL Pipe / FL Grate}
'D' Inlet {FL Pipe 76 / FL Grate 97}
2" Cross
16" Storm
℄ 20" Storm
Top 8" Waterline
Top 4" Gas
Top 8" Waterline
FL 94 / Top 99
6" San.
12" San.
12" San
12" San.
MH FL 91 / Top 4100
FL 96 / Top 101
FL 92 / Top 4101
MH F.L. 92 / Top 4103
FL 97 / Top 105
Top 4100.5
10" Cross Pipe
Austin St. Lt.
Austin St. Rt.
Elev 4103.08
28
29
30
31
32
33
34
35
36

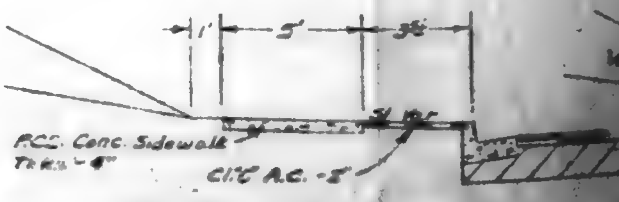

Arthur Street Profile Lt.
Elev 4110
8
9
Arthur St. 10+00= Shasta 97+05.31
Scale: 1" = 5' Vert.
Arthur Street Profile Rt.
Elev 4105
Arthur St. 10+00= Shasta 36+18.72
11
12
13
14
Scale: 1" = 5' Vert.
Austin Street Profile Rt.
12
13
14
Burns Street Profile Rt.
Elev. 4115
Burns St. 10+00= Shasta 46+29.90
11
12
13
14
Scale 1" = 5' Vert.
Crest St. 10+00= Shasta 46+69.06
TBM
El. 4101.986
58' Rt.
Sta. 35+08
+00 Rt. El. 4106.85
+1.2443% Fin. Gr. @ ℄
200' V.C.
+0.40% Fin. Gr. @ ℄
2" Cross
+05.31 Arthur St. Lt. El. 4107.60
+97.72 Arthur St. Rt. Elev. 4107.14
Gas
FL 97?
Top 105±
F.L. 96?
Top 4107?
F.L. 95?
Top 4107±
MH F.L. 92±
Top 4103±
+75 Rt. El. 4108.35
900' V.C.
+2.60% Fin. Gr. @ ℄
1½" Cross
℄ Top 8" Waterline
4110
4105
4100
F.L. 4100±
Top 4110±
8" San.
TBM
El. 4108.885
24' Rt.
Sta. 40+72
35
36
37
38
39
40
41
42
43


Crest Street Profile Rt.
Elev. 4125
Crest St. 10+00 ± Street El. 4129.86
11
12
13
14
Scale: 1" = 5' Vert.
Alameda Ave. P
Elev 4135
7
8
Scale: 1" = 5' Vert.
reet Profile Rt.
13
14
reet Profile Rt.
Elev. 4115
13
14
+75 P.I. El. 4108.35
300' V.C.
+2.60% Fin. Gr. @ ℄
1¼" Cross
1½" Cross
4110
4105
4100
8" San.
El. 4100±
Top 4110±
38.00 Birch St. Rt.
El. 4117.52
El. 94
Top 15±
+00 P.I. El. 4119.10
250' V.C.
+5.16% Fin. Gr. @ ℄
Top 6" Gas
Top 8" Waterline
37.56 Crest St. Rt.
El. 4126.10
+75 P.I. El. 4133.59
300' V.C.
+0.969% Fin. Gr. @
288 M.H. El.
TBM
El. 4132.768
83' Rt.
Sta. 48+25
TBM
El. 4108.885
29' Rt.
Sta. 40+92
41
42
43
44
45
46
47
48
49


Profile Rt.
Elev. 4125
13
14
Alameda Ave. Profile Lt.
Elev 4135
7
8
9
Scale: 1" = 5' Vert.
Alameda Ave.
Shasta 41+77.07
+75 P.I. EL. 4133.59
+00 P.I. EL. 4135.99
+00 P.I. EL. 4136.90
+0.969% Fin. Gr. @ ℄
+0.315% Fin. Gr. @ ℄
+5.16% Fin. Gr. @ ℄
150' V.C.
300' V.C.
4135
4130
4125
℄ Top 4" Gas
℄ Top 6" Waterline
℄ Top 2" Gas
6" Waterline
H.W. EL.
+77.07 Alameda Ave. Lt.
El. 4135.57
St. Rt.
El. 4126.18
TBM
El. 4132
88' Rt.
+63.64
East Side Bypass
El. 4136.98
46
47
48
49
50
51
52

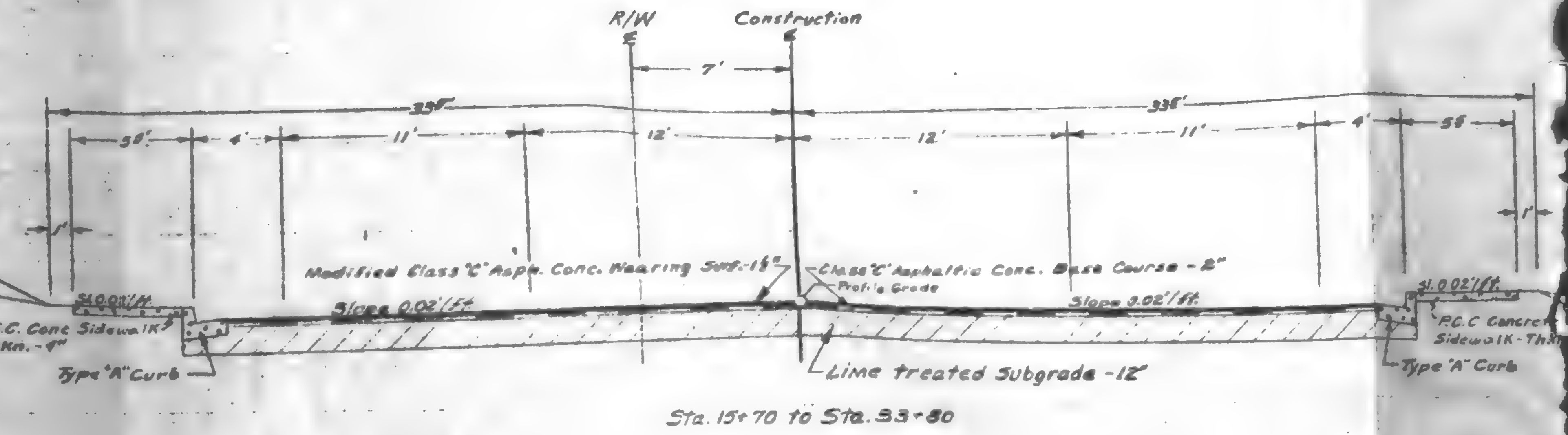


TYPICAL SECTIONS
S. 6TH St Eastside Bypass (Klamath Falls)
F.A.U.S. 2298 (Shasta Way)
Klamath County
March 1977



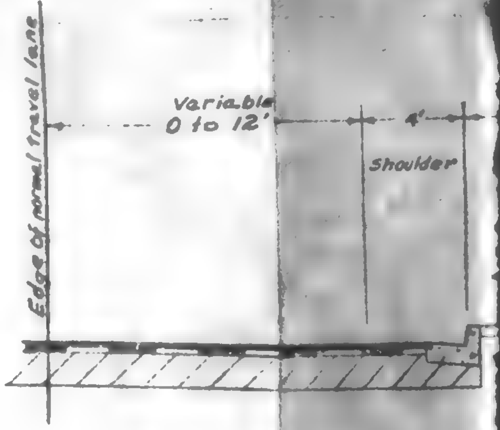
P.C.C. Conc. Side walk
- Sta. 2+20 - 3+08 Lt.
- Sta. 3+40 - 3+55 Lt.
- Sta. 6+52 - 7+70 Lt.

Class "C" A.C.
- Sta. 2+20 - 3+08 Lt.
- Sta. 3+40 - 7+70 Lt.

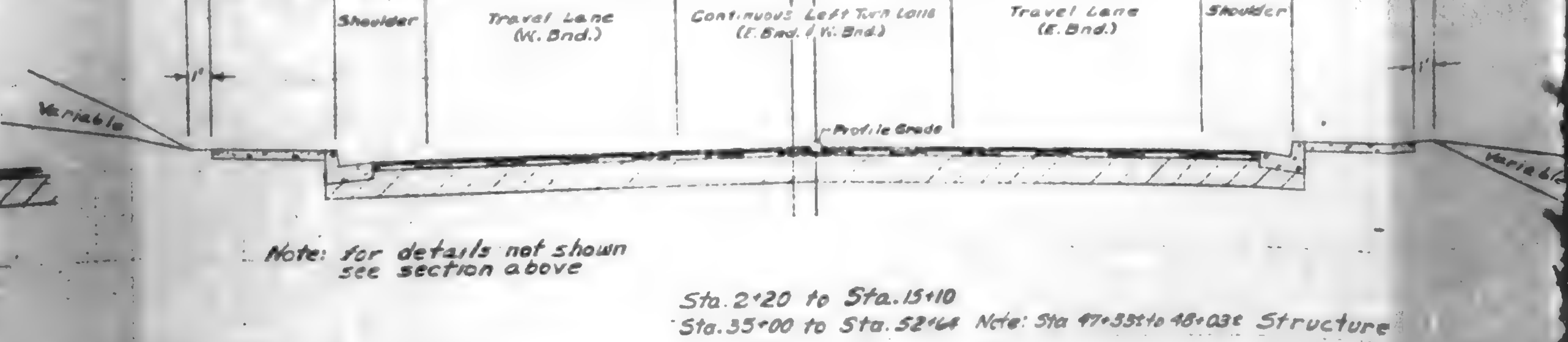

R/W
℄
Construction
℄
7'
33.5'
33.5'
5.5'
4'
11'
12'
12'
11'
4'
5.5'
1'
1'
Modified Class "C" Asph. Conc. Wearing Surf.-1½"
Class "C" Asphaltic Conc. Base Course - 2"
Profile Grade
Slope 0.02'/Ft.
Slope 0.02'/Ft.
S1.0.02'/Ft.
S1.0.02'/Ft.
P.C.C. Conc Sidewalk Thkn. - 4"
P.C.C Concrete Sidewalk-Thkn
Type "A" Curb
Type "A" Curb
Lime treated Subgrade -12"

Sta. 15+70 to Sta. 33+80

Sta. 33+80 to Sta. 35+00 (Taper Section)

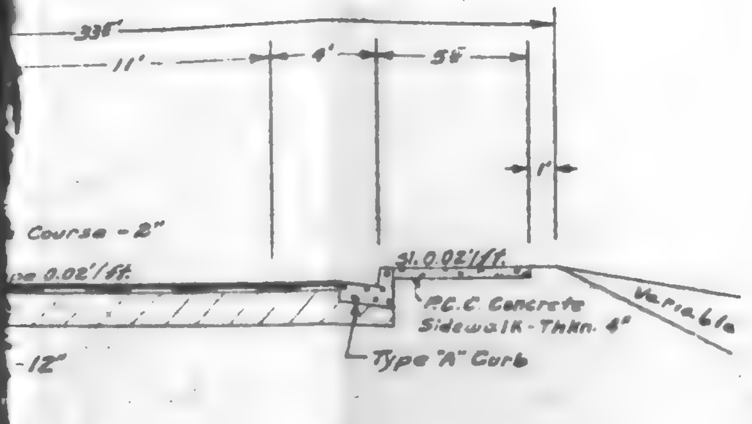


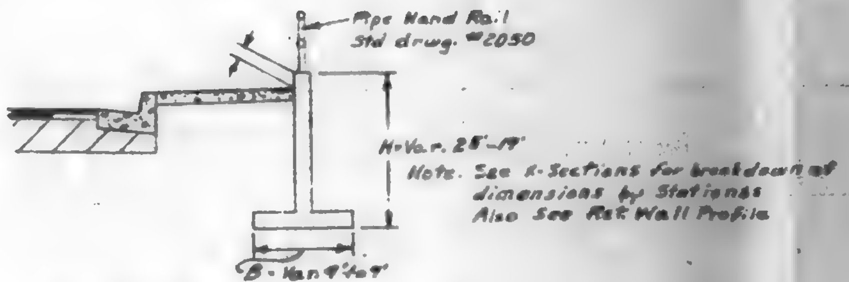
Right Turn Lane
See Plan for locations



Note: for details not shown
see section above

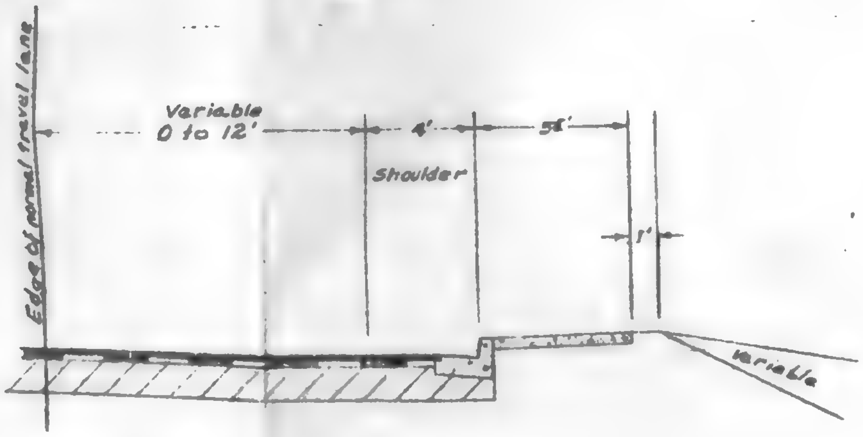
Sta. 2+20 to Sta. 15+10
Sta. 35+00 to Sta. 52+64 Note: Sta 47+35± to 48+03± Structure



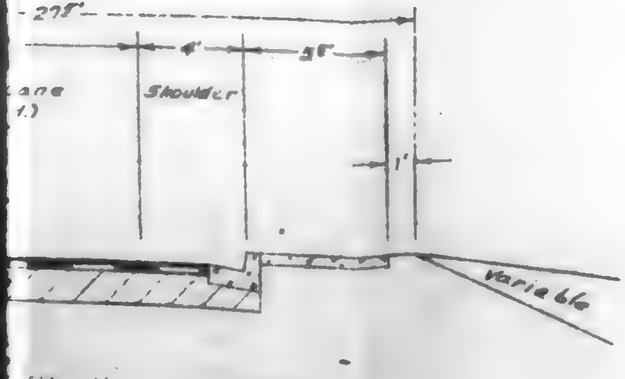


Retaining Wall Detail (Drwg. #2105E Type 6)

Sta. 38+36 - Sta. 39+74 Lt.
Sta. 38+68 - Sta. 40+75 Rt.
Sta. 40+10 - Sta. 47+00 Lt.
Sta. 44+58 - Sta. 46+08 Rt.



Right Turn Lane
See Plan for locations



'+33± to 48+03± Structure

faus

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hopkins
Harwell ✓
Holmes
Prange R
Unrein A

RECEIVED
FEB 1
COUNTY
✓ CITY
UNIT

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Other

February 16,1977

Mr. Ray Bidegary
Acting Director of Public Works
City of Klamath Falls
Klamath Falls, OR 97601

cc; George Hopkins

Dear Mr. Bidegary:

We have just received your letter of February 10th, concerning the City's FAU project on Shasta Way. I will respond to the points that you raised in the order that you presented them.

1) $33,304.69 has been expended in preliminary engineering on this project so far. This phase is almost complete. If the project is carried to completion, the State will pay 7% of all costs, the County and the City will jointly pay 7% (35/65 split), the rest will come from your Federal Aid Urban fund. If the project is terminated by the City prior to Federal design approval, 86% of costs incurred as of termination will be deducted from your FAU fund (approximately $28,000). The City must reimburse the State for all of its costs (probably about $3,300.) and then split remaining costs with the County (65/35). Paragraph 10, Section V, of the Urban System Project Agreement that the City and County signed stipulates that the State must be reimbursed.

2) The Federal Highway Administration and the Oregon State Highway Division are in agreement that the Shasta Way project is not viable without a traffic signal at the intersection with South Sixth Street. The reasons for this are a matter of record in the hearing transcript. No signal, no Federal or State participation.

3) Traffic signal warrant information is attached.

4) I'm not sure what other information we have that might help the City Council, but I believe that a few comments are in order.

PROJECT MANAGEMENT
FEB 17 '77
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me
X						

Form 81-734-3122

HAL-FRED

We undertook this project at the joint request of the City and the County. Your original Project Request proposed a signal at Shasta Way and South Sixth, and asked for our field investigation of the need. The need has been clearly established, and the signal cannot be installed without removing some parking on South Sixth Street.

We are concerned about economic hardships suffered by local businesses due to parking removal. Our primary concern is for the safety of the moving traffic, however, and it must be understood that no one has a "right" to regularly park on highway right-of-way. The local businesses have in effect been receiving a subsidy for years in the form of free parking. A legal technicality does allow us to unilaterally remove parking from along South Sixth, but in reality the Transportation Commission would not do it without City concurrence. Therefore the decision to remove parking and continue with the project or to drop the project entirely rests squarely with the City Council.

A final point: road-user taxes cannot be used to provide off-street parking for businesses. This is prohibited by Article IX of the Oregon Constitution.

Yours very truly,

Carl M. Williams

Carl M. Williams
Regional Engineer

CMW:pw
cc: Lyle Smith
George Hopkins

TRAFFIC SIGNAL WARRANTS

Warrant 1, Minimum Vehicular Volume

In order to qualify, this warrant must be met a minimum of 8 hours out of 24. The major street meets it 14 hours out of each day, but the minor street meets it only 2 hours per day. Assuming a conservative growth in traffic volumes of 8% per year, the minor street will meet the warrant within 3 years.

Warrant 2, Interruption of Continuous Traffic

Again, the warrant must be met at least 8 hours each day. Both major and minor streets meet the standard an average of 12 hours per day. This in itself justifies the signal, without even considering accidents.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1495	1738	1762	1660	1602	1856	1802	1801
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	128	153	145	151	132	147	115	119
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		14
Minor Street	150		2
2. Interruption of Continuous Traffic:			
Major Street	900		12
Minor Street	75		12
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count ____________

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** _X_ standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

FAUS

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

February 10, 1977

Carl W. Williams
Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

RE: Shasta Way, South Sixth Street - Eastside Bypass Section

Dear Mr. Williams:

At the last regular meeting of the City Council of the City of Klamath Falls the subject of the Shasta Way Project was reopened. City Council directed staff personnel to prepare a report containing all of the previous information on this project. This report will have to be delivered to Council for the City Council meeting on February 22, 1977.

I would like to request your assistance in compiling the information we need. The following is a list of information needed:

1. Has Oregon State Highway expended any funds to date which the City is obligated to pay?
2. Will this project be continued if the signal lights at the intersection of Shasta Way and South Sixth Street were removed from the project.
3. All information on the warrants for a signal at this intersection.
4. Any other information which will assist the City Council on this project.

Thank you in advance for your assistance.

Sincerely,

Ray Bidegary

Ray Bidegary,
Acting Director of Public Works

RB:cf

RUE RS RME RCE FAE
RTS RECEIVED ENV
RUE FEB 14 1977 RDE
RCQ REGION 4 RBE
ASSIGNED

NOTE: 3-2 discussed above with Reg 4
& on 3-3 talked to Bidegary -
seems that they are about to
agree as to parking requirements,
property exchange & continue with project.
Meeting to be held with Reg 4/city on 3-7-77 / Dan H.

NOTED
MAINOR C. HOLMES

8764

GENERAL FILES

9

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~LOC 17~~

Bend, Oregon 97701

January 7, 1977

Robert A Sandmann

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: South Sixth St.-Eastside Bypass
Shasta Way (FAU 2298)

TO: Frank Terpin
Location Engineer

Enclosed is Draft Hearing Study Report on 'subject' project.

The City has verbally requested a modification in the project at the northeast corner of the intersection of Washburn Way and Shasta Way. They have requested that a right-turn lane for east to north be installed.

I am having E. J. Dunn obtain levels and work up a drainage plan to satisfy the drainage issue at the intersection of Shasta Way and South Sixth St. That information will be submitted as soon as field work is completed.

RAS:mr

enclosures

Enclosures

South Sixth Street-Eastside Bypass Section

Item	Attachment
Economic Analysis of Parking Removal	A
Two-Way Left-Turn Lane	B
Left-Turn Study	C
Traffic Accident Listings	D
Collision Diagram	E
Signal Warrant Comparison	F
Affidavit of Publication	G
City Council Meeting/Hearing Transcript w/attachments listed in Lindstrom letter of 10/5/76	H
South Sixth Street Merchants Association letter 10/4/76	I
OSHD Response to SSSMA Letter	J
Hearing Maps (2)	K

CORRIDOR-DESIGN HEARING STUDY REPORT

SOUTH SIXTH STREET-EAST SIDE BYPASS SECTION
SHASTA WAY (FAUS 2298)
KLAMATH COUNTY (CITY OF KLAMATH FALLS)

A public hearing on this project was held at 7:30 PM on August 9, 1976 at the City Hall, Klamath Falls, Oregon. Highway Division personnel were available as technical assistance to the City staff. No actual count was made to determine the number of persons attending. A conservative estimate of those in attendance would be 75 persons.

The project consists of the widening and improving of Shasta Way from South Sixth Street to the Eastside Bypass, with a signal to be installed at the Shasta Way/South Sixth Street intersection. A left-turn lane on South Sixth Street at the Shasta Way intersection is also included. Alternate proposals regarding the extent of the parking removal along South Sixth Street, and the length of the left-turn lane to be included as part of the project, were presented at the hearing and will be discussed later in this report.

The improvement of Shasta Way will provide three lanes from South Sixth Street to Washburn Way, and from Austin Street to the Eastside Bypass. The center lane will be a continuous two-way left-turn lane. The section between Washburn Way and Austin Street will provide four lanes. Five foot sidewalks will be built on each side the full length of the project.

Through lanes adjacent to the curb will be 11-feet wide, while through lanes adjacent to the center will be 12-feet wide. The center left-turn lane will be twelve feet wide. This spacing will allow for a four foot curb clearance distance from the outside travel lane. The reason for this cross-section is so that some minimal provision, within acceptable economic factors, can be made for bicycle traffic. The local bikeway committee requested and concurred with this modification of the original proposal. Initially, the proposal to accommodate bicycle traffic was for the sidewalk on the south side of Shasta Way to be seven feet wide and be signed for a two-way bike path. This would conform to a section previously built by the County easterly on Shasta Way from the Eastside Bypass. The local bikeway committee objected to this proposal. Their written objection is included with the Hearing data. To provide for the standard width, a one directional bikepath would require the purchase of additional right-of-way the full length of the project. The cost for the right-of-way would be considerable. The project, as proposed, requires that only a very small amount of additional right-of-way (600 sq. ft. approximately) be purchased. Also, the proposal does not require any businesses or families to be relocated.

The widening and improving of Shasta Way is justified by the 1975 ADT of 6,200 vehicles. Projected ADT for 1995 is 9,600 vehicles. It is the number one priority on the Klamath Falls/Klamath County Streets Advisory Committee. A joint City/County FAUS project request was submitted in December, 1974.

Alignment and grade of the proposed widening and improvement will follow the existing facility. A minor change in grade is proposed for the crossing of the "A" Canal, where a new and wider structure is proposed.

Traffic investigation of the Shasta Way/South Sixth Street intersection shows a signal is warranted now. Therefore, a signal with left-turn lane is included as a basic part of the project.

The City Council went on record, at a regular meeting September 20, 1976, recommending the widening of Shasta Way and a traffic signal with limited parking removal for left-turn refuge at the Shasta Way and South Sixth Street intersection. Minutes of that meeting are included with the Hearing data.

The basic proposal to widen and improve Shasta Way from South Sixth Street to the Eastside Bypass did not receive much comment for or against at the Formal Hearing. The main point that generated the most comment and discussion at the hearing was the proposal for parking removal along South Sixth Street and the installation of a two-way continuous center left-turn lane. Two alternates for parking removal were discussed.

Alternate No. 1 was for parking removal along South Sixth Street, a distance of approximately 600 feet westerly and 400 feet easterly from Shasta Way. A center left-turn refuge would be installed to accommodate left-turning traffic from South Sixth Street onto Shasta Way.

Alternate No. 2 was for parking removal the full length of South Sixth Street between Adams Street and Washburn Way. A center two-way continuous left-turn lane would be installed. The total distance along South Sixth Street covered by this alternate is 0.68 miles.

Testimony presented at the Hearing, in the majority, objected to any parking removal along South Sixth Street. Excluding City Council members, fifteen people spoke, with thirteen against both parking removal alternates. Two people were for parking removal, but unspecified as to which alternate. In addition, a petition against any parking removal along South Sixth Street was presented by Mr. Granados. The petition had twenty-one signatures.

Letters received were divided on the proposal.

Issues and questions raised at the Hearing, and following the Hearing by written communication (particularly the South Sixth Street Merchants Association, October 4, 1976, letter to Governor Straub, State Senator Heard, and State Representative Wilhelms), were:

1. Need to consider economic impact to businesses adjacent to South Sixth if on-street parking is removed. Particularly for businesses without off-street parking.
2. Why is parking removal necessary?

3. What alternatives to parking removal, if any, have been considered?
4. Has safety of pedestrians and businesses along South Sixth Street been properly considered, when traffic is moved closer to the curb?
5. Splatter of pedestrians and building fronts with snow, slush, water and gravel from passing vehicles will be more of a problem if parking is removed and traffic moved closer to the curb.
6. Standing water along South Sixth Street during winter is a condition that needs to be corrected, otherwise it will cause greater problems for traffic, pedestrians, and adjacent businesses.

All of the issues and questions have been addressed either at the Hearing or in follow-up studies. Information responding to the issues and questions raised is:

1. Economic Impact

The initial field study concerning economic impacts was limited to work done in preparing the Project Re-Assessment. As a follow-up to input at the hearing and the South Sixth Street Merchants Association letter, a more detailed economic analysis was made. A copy of that analysis is attached and designated Attachment "A". The follow-up study was aimed specifically at the Alternate No. 1, parking removal proposal only. Alternate No. 2 was not studied because the City Council elected to eliminate it from consideration.

2. Necessity for Parking Removal

The proposal includes a signal installation at the Shasta Way and South Sixth Street intersection, because field investigation shows warrants are met now for a signal. Projected future growth will only increase the need. Installation of the signal requires parking removal so that a left-turn refuge can be striped. The field investigation also shows, for the existing situation, that the peak hour volume for eastbound traffic is 87% of capacity. With a left-turn refuge, the capacity would be almost doubled. The installation of a left-turn refuge would also help to eliminate turning-related accidents. A study report on the two-way left-turn lane is attached and designated Attachment "B". The left-turn refuge, including four lanes for through traffic, can be installed within the existing street width. No additional right-of-way will be required.

3. Alternatives to Parking Removal

Several alternatives to parking removal were investigated and discussed. Those alternatives are:

a) Prohibit left-turns from South Sixth Street except at signalized intersections that have left-turn refuges. This alternate is not acceptable because it would be difficult if not impossible to satisfactorily enforce. Also, businesses along adjacent streets would possibly lose customers because the people would find it more difficult to get to their destination. A report on the impact of forcing left-turning vehicles to use Washburn Way is attached, and designated Attachment"C",

b) Shorten Shasta Way project by cutting out section from South Sixth Street to Washburn Way. This alternate is not reasonable, because the section cut out is already carrying 1.3 times capacity. The logical project is to improve Shasta Way as proposed.

c) Do nothing at this time and wait for construction of the South Side Bypass to see if it relieves traffic volumes on South Sixth Street. This alternative is not acceptable because the South Side Bypass is still years away, and because the majority of traffic using South Sixth Street is local traffic having business in the area. There is no question that additional arterials for use by local traffic would help relieve some of the problems. The solutions are not that obvious, and work has barely begun on determining solutions to the local traffic problems. The South Side Bypass is being worked up by the County. At this time they are in the process of retaining a consultant to do the necessary EIS. The South Side Bypass will not be operational for five to ten years.

d) Establish a Parking District for the purpose of developing off-street parking. This is a viable alternative that the South Sixth Street Merchants Association is working on. According to the statement of Jim Adair at the Hearing, the City has been contacted regarding a parking district and has offered to help.

4. Safety of Pedestrians and Businesses when Traffic Moved Closer to the Curb.

With parking removed, drivers will be able to direct their attention to driving rather than dividing it between driving, watching out for left turning vehicles in a through lane, vehicles switching lanes, people entering or exiting parked vehicles, and vehicles entering or exiting curbside parking spots. The section should present fewer conflicts and hazards to the motorist, which in turn should not compromise the safety of pedestrians and businesses.

5. Splatter of Pedestrians and Building Fronts with Snow, Slush, Water and Gravel from Passing Vehicles.

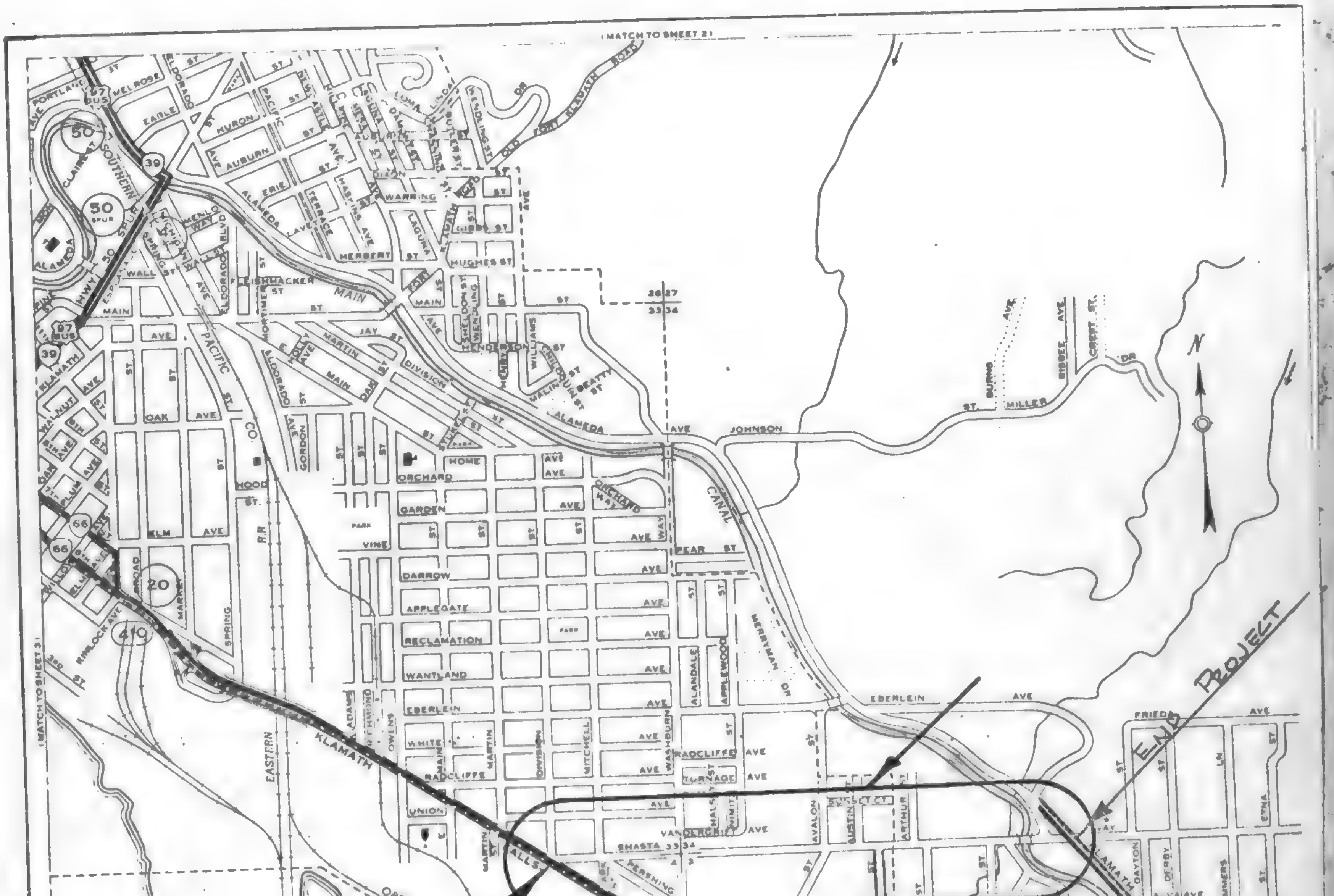
With the removal of the parked car obstacle, maintenance crews will be better able to remove snow and slush from the street. The crews will be able to work the street from curb to curb without having to dodge around parked cars. At present, when snow plows dodge around parked cars, generally a small berm of snow or slush is left. This results in a build-up of snow or slush in the parking lane that gets splashed up onto adjacent businesses, sidewalks, and pedestrians. It is expected that parking removal will help minimize the splash problem.

6. Standing Water along South Sixth Street

This issue is being investigated and appropriate catch basins with drain system will become part of the project. At this time the exact location of the catch basins is not known because a standing water condition has not occurred since the issue was raised.

We recommend design approval for the project as proposed. This recommendation is supported by both County and City Officials.

RAS:pw



KLAMATH FALLS

KLAMATH COUNTY, OREGON

Vicinity Map

SHASTA WAY

So. 6th St. to E. Side Bypass

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July, 1976

Two-Way Left-Turn Lane
S. 6th Street
Klamath Falls

The proposed project to install a continuous two-way left-turn lane on S. 6th Street in Klamath Falls by removing parking would have three primary benefits: an increase in capacity, an increase in safety, and increased access to businesses with off-street parking.

The installation of a two-way center left-turn lane would allow left-turning vehicles to wait in the left-turn lane for a gap in opposing traffic before making the turn. Without a left-turn lane, these vehicles must wait in the through lane of traffic, blocking that lane for use by through traffic. If there are large numbers of left-turning vehicles, either at driveways along the length of the street or concentrated at intersections, the capacity of the street for through traffic is substantially reduced. This is particularly true at signalized intersections, because signals create a capacity deficiency for through traffic.

There are presently about 1200 vehicles per day making the left turn from 6th Street onto Shasta Way, and as these left-turning vehicles wait in the through lane, it reduces capacity for through traffic. Because of the left-turning vehicles, the present capacity of this intersection during the evening peak hour is about 1180 eastbound vehicles. The eastbound volume during the peak hour is about 1035 vehicles, which results in a volume-to-capacity ratio of 87%. If a left-turn lane is installed at this intersection, thereby removing left-turning vehicles from the through lanes, the capacity would increase to about 2150 vehicles per hour, an 82% increase.

The left-turn lane would be expected to increase safety by reducing several types of accidents. The most important reduction in accidents would occur in the category of rear-end collisions involving vehicles waiting to make a left turn. In the five and one-half year period from 1970 through six months of 1975, there were ten such accidents reported at the intersection of 6th Street with Shasta Way. It is also expected that turning collisions involving left-turning vehicles would also be reduced. Experience indicates that a left-turn lane would reduce the pressure on left-turning vehicles to accept a less than adequate gap in opposing traffic, thus reducing the number of collisions with opposing traffic. Another effect of the left-turn lane would be to reduce rear-end collisions involving through traffic as a result of congestion caused by cars stopped while waiting to make a left turn.

A two-way center left-turn lane along S. 6th Street should result in easier access to businesses with off-street parking. Under existing conditions, with heavy through traffic and left turns difficult to make, it is likely that some people are discouraged from stopping at businesses along this street. Before a person can make a left turn into a parking lot, he must stop in the through lane of traffic hoping that people behind him also stop. He must then wait until there is an acceptable gap in opposing traffic. With a left-turn lane, the driver can pull over into the center lane and wait as long as he wants to for a break in the opposing traffic, without pressure from drivers waiting behind him.

It is also easier for a driver to leave an off-street parking lot and make a left-turn onto 6th Street. Without a center left-turn lane, the driver must wait until there is a gap in both directions of traffic on 6th Street. With a center left-turn lane, the driver only has to wait for a gap in one direction, and can then pull out into the center lane while waiting for a gap in the other direction. This should substantially reduce the delay to people leaving business parking lots, particularly during peak hours.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 16, 1976

FILE: LOC 17
18-1910

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: R. A. Sandmann
Regional Construction Engineer

SUBJECT: S. 6th St.-Eastside Bypass Sec.
(Klamath Falls)
City Street
Klamath Falls

With respect to diverting all left-turning traffic to Washburn Way, the impact on the South Sixth @ Washburn signal would be more or less as follows:

(1) The Sixth Street left-turn phase would have to be increased from 8 seconds to 12 seconds. Allowing 2 seconds per car and figuring a peak hour of 12 vehicles per cycle, would amount to 24 seconds of green. This is 30 percent of the 80-second cycle and 24 percent of the 100-second cycle. At present, 10 percent of both cycles goes to the left-turn phase.

(2) The minimum through greens are presently regulated by the pedestrian movements. In other words, the law provides for 4 seconds per foot pedestrian clearance. The through green cannot be dropped below pedestrian clearance. We are at or close to that now.

Therefore, any left-turning vehicles in excess of the already allowed will have to wait for the next cycle. This will compound itself and we will have a long queue which could back up forever.

JEH:mr

Left-Turn Study
SPRR O'Xing-Washburn Way Unit
South Sixth St.-Eastside Bypass Section
Prefix No. 318-1910
September, 1976

Proposal: A request was received from the Klamath Falls City Council to consider prohibition of left turns for eastbound traffic on this section. All west to north left turns would move to Washburn Way.

Effect: Using a peak-hour volume of 134 additional making the west to north left turn at Washburn Way, the existing left-turn storage would have to be lengthened by 150 feet, giving a total storage length of 300 feet. This would accommodate 12 vehicles per signal cycle.

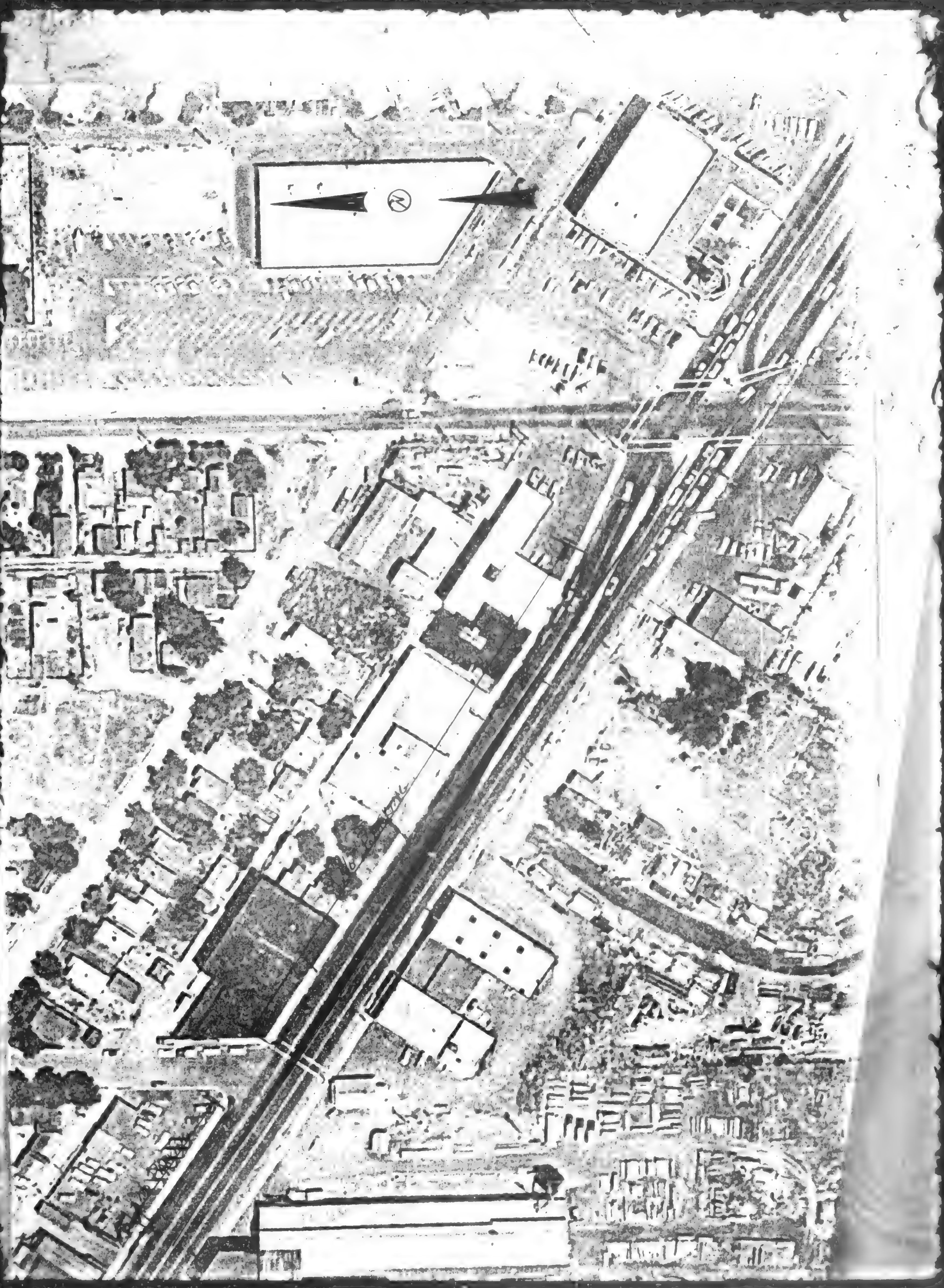
Lengthening this storage would force removal of all parking on the northerly side from Washburn Way, westerly, to a point 150 feet westerly of Lark Street.

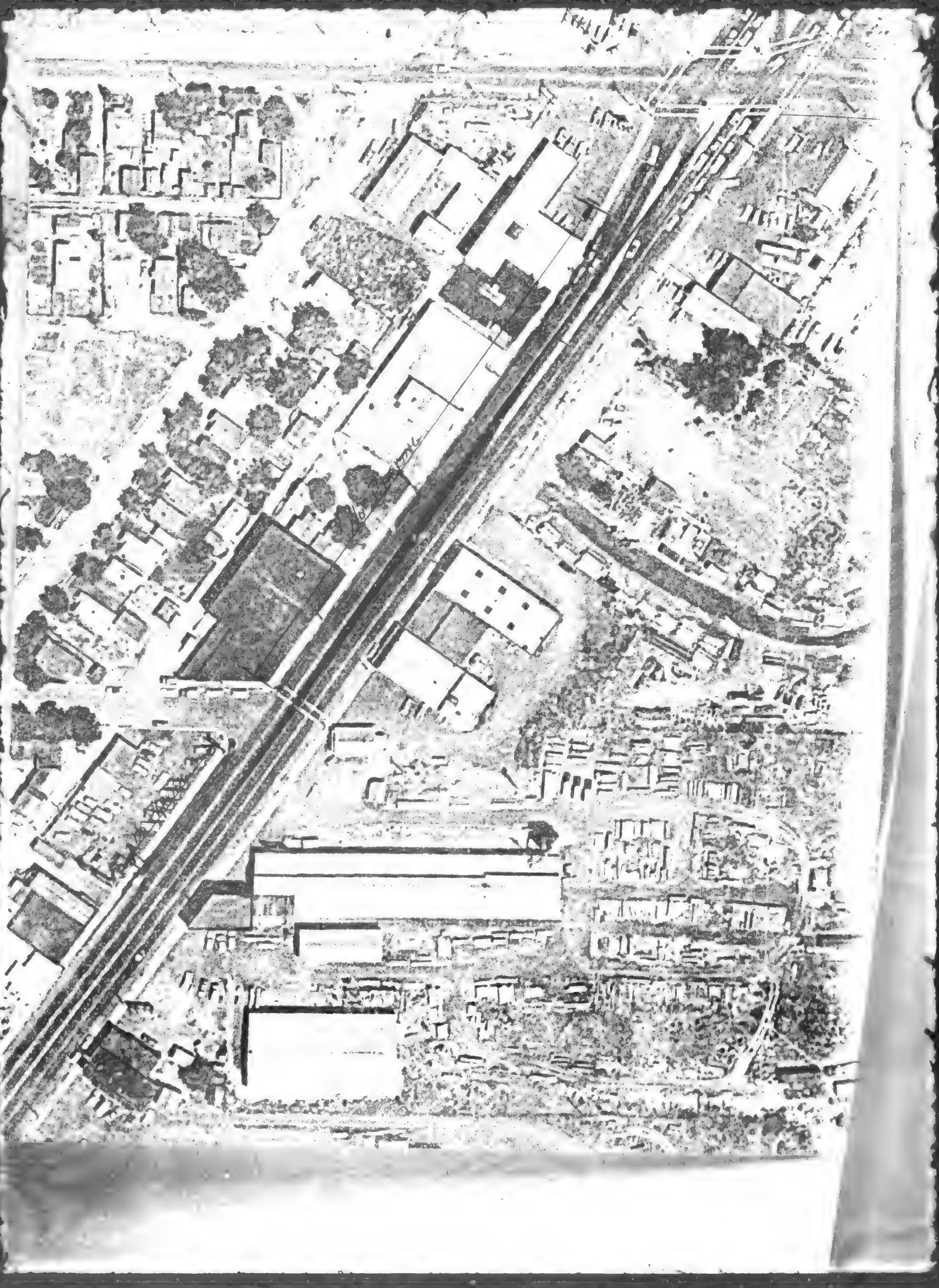
The existing concrete diversion island would have to be removed and there would be need to pave the center area, remove existing striping, and restripe a new left-turn refuge.

The greatest impact would be on the Washburn Way signal timing. To accommodate the additional left turning traffic, the left-turn phase would have to be lengthened. This additional time will have to be deducted from the west or inbound South Sixth Street time, which runs near capacity during the morning peak hours.

Recommendation: I strongly suggest this plan not be approved. At present, left-turning traffic is fairly well dispersed with the exception of the intersection of Shasta Way. Removal of all left turns on this section will cause an inconvenience to the driving public and disrupt the signal progression system presently in use on South Sixth.

JEH:mr


N



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

W

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 13, 1976

FILE: MAI 12-11
#20

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: Carl M. Williams
Regional Engineer

SUBJECT: Traffic Accident Listing
SPRR O'Xing-Washburn Way
Klamath Falls-Lakeview Hwy.
Klamath County

The attached accident history listing covers the study period of January 1, 1972 through December 31, 1975.

In that period there were a total of 127 accidents within the section. Of these, 117 or 92 percent are turning related. There were 73 personal injury accidents with 89 persons injured.

Further justification for a continuous left-turn lane might be found in the fact that 35 percent of all accidents happened at locations other than intersections. In other words, these were mid-block accidents.

CMW:mr

enclosure

OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.				
[illegible] Washburn Way Hwy. No. 20 Rte. No. 140 From M.P. 1.45 To M.P. 2.13 Period Covered: 1-1-72 to 12-31-75	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
1972	5	-	23	-	1	7	-	-	1	2	-	-	39	-	31	8	-	3
1973	3	-	18	-	-	5	1	-	-	1	-	-	28	-	14	14	-	18
1974	2	-	16	-	1	3	-	-	1	2	1	-	26	-	15	11	-	2
1975	1	-	24	-	1	7	-	-	1	-	-	-	34	-	13	21	-	1
	11	-	81	-	3	22	1	-	3	5	1	-	127	-	73	54	-	8

Form E-593-6

DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

COLLISION TYPE													CLASSIF.						
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Intersection	REMARKS
5	-	23	-	1	7	-	-	1	2	-	-	39	-	31	8	-	36	25	
3	-	18	-	-	5	1	-	-	1	-	-	28	-	14	14	-	18	19	
2	-	16	-	1	3	-	-	1	2	1	-	26	-	15	11	-	20	18	
1	-	24	-	1	7	-	-	1	-	-	-	34	-	13	21	-	15	20	
11	-	81	-	3	22	1	-	3	5	1	-	127	-	73	54	-	89	82	

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEER

Rural Motor Vehicle Accident Listing

LOCATION
Adams
Washburn Way
Hwy. No. 20 Rte. No. 140
From M.P. 1.45
To M.P. 2.13
Period Covered:
1-1-72 to 12-31-72

LOCATION		COLLISION TYPE													CLASSIF.			
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed
Adams Dr.	1.45			3										3		2	1	
	1.46						1							1			1	
	1.53	1		2						1	1			5		3	2	
	1.54			2										2		1	1	
	1.58			1		1	2							4		4		
	1.63	1		3										4		4		
	1.80			1										1		1		
[illegible]	1.82			1										1		1		
	1.84	2		5										7		6	1	
	1.87										1			1		1		
	1.95			2										2		2		
	2.10						1							1			1	
	2.12			2										2		1	1	
Washburn Way	2.13	1		1			3							5		5		
		5	-	23	-	1	7	-	-	1	2	-	-	39		31	8	

Form E-593-6

DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

COLLISION TYPE													CLASSIF.						REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Intersection	
		3										3		2	1		2	3	
					1							1			1				
1		2						1	1			5		3	2		3	5	
		2										2		1	1		1		
		1		1	2							4		4			4	4	
1		3										4		4			7		
		1										1		1			1		
		1										1		1			2		
2		5										7		6	1		6	7	
									1			1		1			1		
		2										2		2			3	1	
					1							1			1				
		2										2		1	1		1		
1		1			3							5		5			5	5	
5	-	23	-	1	7	-	-	1	2	-	-	39		31	8		36	25	

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGIN

Rural Motor Vehicle Accident Listing

LOCATION

Adams

Washburn Way

Hwy. No. 20 Rte. No. 140

From M.P. 1.45

To M.P. 2.13

Period Covered:

1-1-73 to 12-31-73

LOCATION		COLLISION TYPE													CLASSIF.		
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage
Adams	1.45	1												1			1
	1.53	1												1			1
	1.54			1										1		1	
	1.58			3										3			3
	1.59							1						1		1	
	1.63			3							1			4		4	
	1.65			1										1		1	
	1.73			1										1			1
Tack	1.82			1										1			1
	1.83			2										2		2	
	1.84						2							2		2	
	2.09			1										1			1
	2.11			1										1			1
	2.13	1		4			3							8		3	5
		[illegible]	-	18	-	-	5	1	-	-	1	-	-	28		14	14

Form E-553-6

AY DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

	COLLISION TYPE													CLASSIF.						REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Intersection	
	1												1			1			1	
3	1												1			1			1	
4			1										1		1			1		
8			3										3			3			3	
9							1						1		1					
3			3							1			4		4			4	4	
5			1										1		1			1		
3			1										1			1			1	
2			1										1			1				
3			2										2		2			9		
4						2							2		2			3	1	
7			1										1			1				
11			1										1			1				
13	1		4			3							8		3	5			8	
	[illegible]	-	18	-	-	5	1	-	-	1	-	-	28		14	14		15	19	

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERI

Rural Motor Vehicle Accident Listing

LOCATION
Adams-
Washburn Way
Hwy. No. 20 Rte. No. 140
From M.P. 1.45
To M.P. 2.13
Period Covered: 1-1-74 to 12-31-74

LOCATION	COLLISION TYPE													CLASSIF.			
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed
1.52			1										1		1		
1.53			1										1			1	
1.54			1										1		1		
1.58			1										1			1	
1.60			1										1		1		
1.63			6								1		7		4	3	
1.64									1				1		1		
1.72			1										1		1		
1.73			1										1		1		
[illegible] 1.84	1									2			3		3		
1.93			1										1		1		
1.95						1							1			1	
2.03			1										1			1	
2.04					1								1			1	
2.13	1		1			2							4		1	3	
	2	-	16	-	1	3	-	-	1	2	1	-	26		15	11	

Form E-593-6

DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

COLLISION TYPE													CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Intersection
		1										1		1			1	
		1										1			1			1
		1										1		1			1	
		1										1			1			1
		1										1		1			2	
		6								1		7		4	3		4	7
								1				1		1			2	
		1										1		1			1	
		1										1		1			1	1
1									2			3		3			6	3
		1										1		1			1	
					1							1			1			1
		1										1			1			
				1								1			1			
1		1			2							4		1	3		1	4
2	-	16	-	1	3	-	-	1	2	1	-	26		15	11		20	18

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGI

Rural Motor Vehicle Accident Listing

LOCATION
[illegible]
Washburn Way
Hwy. No. 20 Rte. No. 140
From M.P. 1.45
To M.P. 2.13
Period Covered:
1-1-75 to 12-31-75

	COLLISION TYPE													CLASSIF.		
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage
1.49			1										1			1
1.53			2										2		2	
1.54			1										1		1	
1.55			3										3			3
1.56					1								1			1
1.58			1										1			1
1.60			1										1			1
1.63			2										2			2
1.64			1										1			1
1.65						1							1		1	
1.71			1										1			1
1.73			1										1			1
1.77			1										1		1	
1.81			1										1			1
1.84			4			3							7		3	4
1.93			1										1		1	
2.04						1							1		1	
2.11			1										1			1
2.13	1		2			2			1				6		3	3
	1	-	24	-	1	7	-	-	1	—	—	—	34		13	21

Form E-593-6

DIVISION TRAFFIC ENGINEERING SECTION

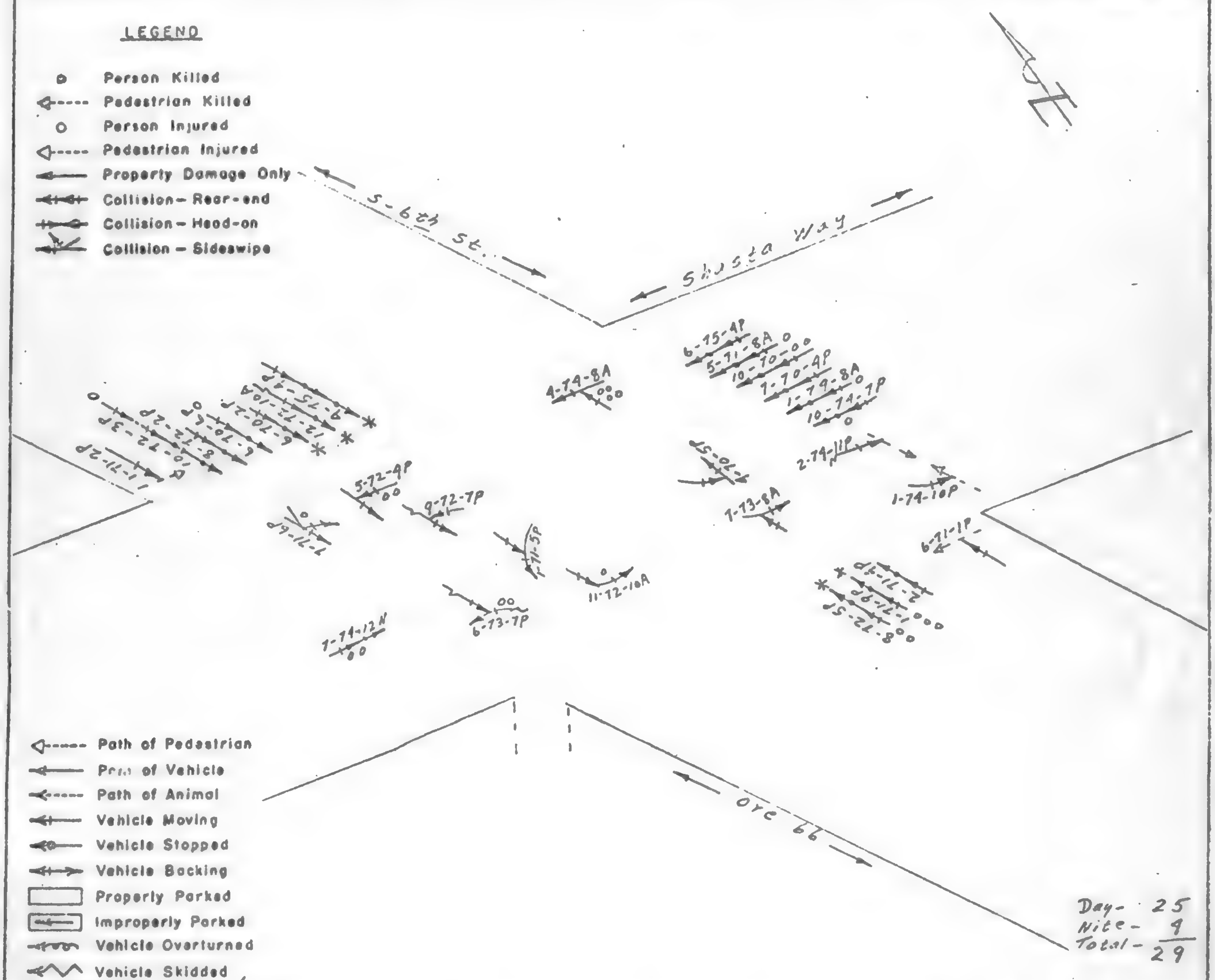
Rural Motor Vehicle Accident Listing

COLLISION TYPE													CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
		1										1			1			1
		2										2		2			3	2
		1										1		1			1	
		3										3			3			
				1								1			1			
		1										1			1			1
		1										1			1			
		2										2			2			2
		1										1			1			1
					1							1		1			1	
		1										1			1			
		1										1			1			1
		1										1		1			1	
		1										1			1			
		4			3							7		3	4		3	[illegible]
		1										1		1			2	
					1							1		1			1	
		1										1			1			
1		2			2			1				6		3	3		3	6
1	-	24	—	1	7	-	-	1	—	—	—	34		13	21		15	20

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Klamath Falls County Klamath
Intersection of S. 6th St. and Shasta Way
Highway Number 20 (Ore 66) MP 1.21
Period Covered 1-1-70 6-30-75
Compiled by Dl Drawn by ______ Date 3-24-76



Day - 25
Nite - 4
Total - 29

* Stopped Prior L/T

Collision Type	1970 - 1971				1972 - 1973				1974				6-Mos. 1975				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1		1		1		1						2		2
Head-on																				
Rear-end		3	4	7		3	2	5		3		3			2	2		9	8	17
Sideswipe		1		1														1		1
Turning Movement			2	2		2	1	3										2	3	5
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		2		2						2		2						4		4
Backing																				
Misc.																				
TOTAL		6	6	12		6	3	9		6		6			2	2		18	11	29

Form E-261-6-70

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1495	1738	1762	1660	1602	1856	1802	1801
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	128	153	145	151	132	147	115	119
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	200		0
2. Interruption of Continuous Traffic:			
Major Street	900		8
Minor Street	100		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	/		/
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)		6 1978	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)		2013	
Minimum Warrant		800	

Date of Traffic Count FEB 18, 79

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ✓ standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

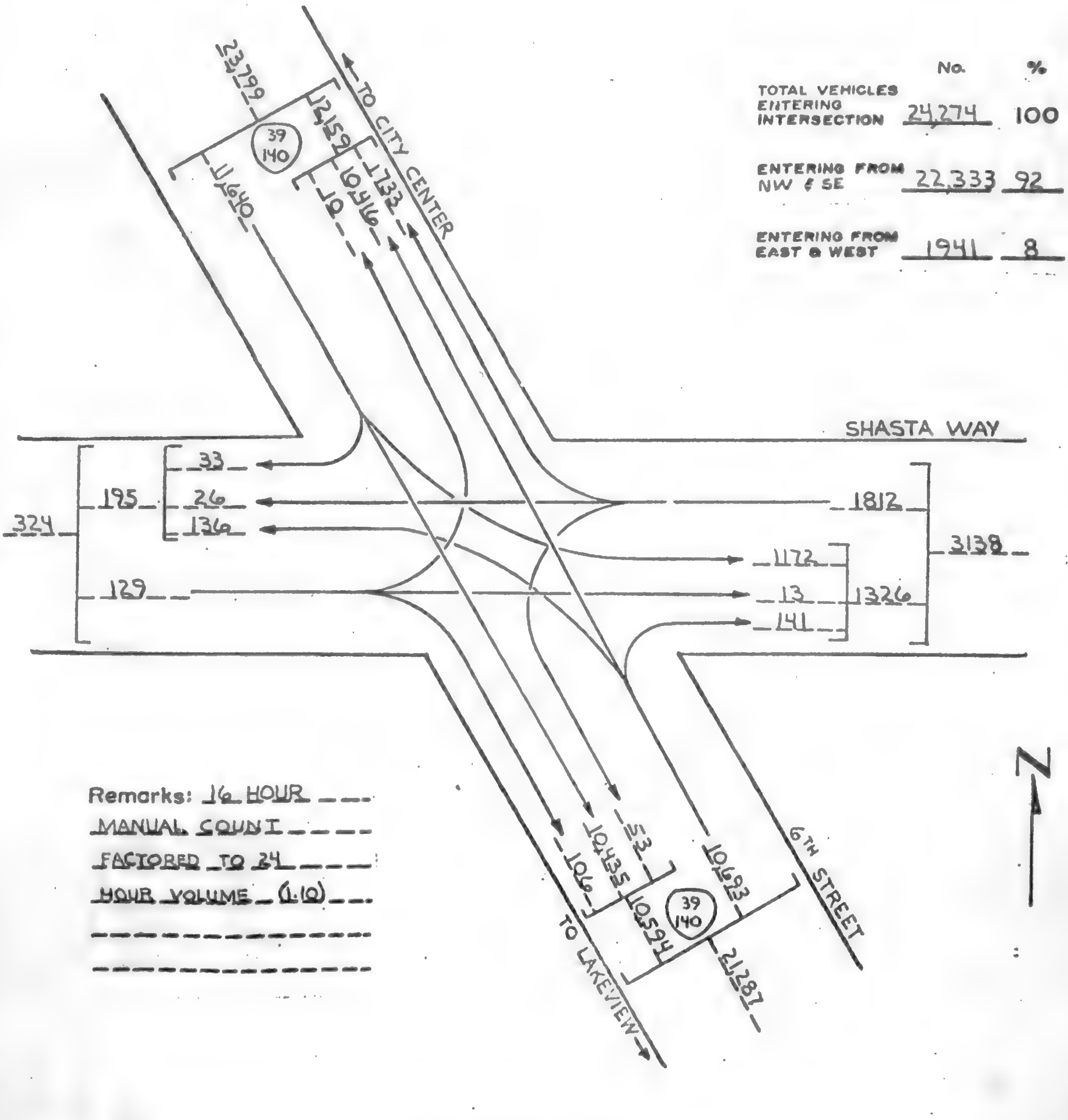
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE FEB. 18-19, 1976
DAY OF WEEK WED.-THUR.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER CLEAR-CLOUDY

CITY OR COUNTY KLAMATH FALLS
INTERSECTION OF KLAMATH FALLS-LAKEVIEW HWY. NO. 20 @ SHASTA WAY
MILE POST 1.81
CLASSIFICATION ALL VEHICLES

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	24,274	100
ENTERING FROM NW & SE	22,333	92
ENTERING FROM EAST & WEST	1941	8



Remarks: 16 HOUR MANUAL COUNT FACTORED TO 24 HOUR VOLUME (1.10)

REV. 2-76

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date FEB 18-19, 1976
Day of week WED-THUR
Hours counted 6AM-10PM
Weather CLEAR-CLOUDY

Classification

	TIME	SUMMARY BY MOVEMENTS												TOTAL	EAST & WEST	Per Cent of Total	NW & SE
		E/SE	SE/E	E/NW	NW/E	E/W	W/E	SE/NW	NW/SE	SE/W	W/SE	NW/W	W/NW				
A. M.	6:00- 7:00	3		49	8			251	100			1		412	52	13	360
	7:00- 8:00	10	2	113	24			658	281	1		6		1095	123	11	972
	8:00- 9:00	4	15	118	39	2		674	349	9	1	2		1213	125	10	1088
	9:00-10:00		5	72	37	3		529	478	16	4	1		1145	79	7	1066
	10:00-11:00		14	128	71			698	704	8	5		1	1629	134	8	1495
	11:00-12:00	4	10	146	99	3		748	870	5	6	6	2	1899	161	8	1738
P. M.	12:00- 1:00	3	15	142	78			833	830	4	8	2		1915	153	8	1762
	1:00- 2:00	6	11	145	79			808	755	2	5	5	3	1819	159	9	1660
	2:00- 3:00	2	14	129	78	1	1	709	798	3	11		1	1747	145	8	1602
	3:00- 4:00	3	9	143	110	1	2	808	915	12	8	2		2013	157	8	1856
	4:00- 5:00	5	8	109	121	1	2	745	917	11	8		1	1928	126	7	1302
	5:00- 6:00	3	11	114	134	2	3	604	1035	16	7	1		1930	129	7	1801
	6:00- 7:00	3	5	78	65	1	1	477	555	7	13	2		1207	96	8	1111
	7:00- 8:00	1	3	57	23	2	1	392	296	9	6		1	791	68	9	723
	8:00- 9:00	1	3	32	51	4	1	281	250	6	1			630	39	6	591
	9:00-10:00		3		48	4	1	254	353	15	13	2		693	18	3	675
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total .		53	141	1733	1172	26	13	10,416	10,435	136	106	33	10	24,274	1941	8	22,333
16-Hour total .		48	128	1575	1065	24	12	9469	9486	124	96	30	9	22,066	1764	8	20,302
__-Hour total .																	
Control . . . Factor (1.10)																	

HWY. NO. 20 St. is NW & SE

SHASTA WAY St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County KLAMATH FALLS
Intersection KLAMATH FALLS - LAKEVIEW
HWY. NO. 20 @ SHASTA WAY
Mile Post 1.81
Classification ALL VEHICLES

Classification

/SE	NW/W	W/NW	TOTAL	EAST & WEST	Per Cent of Total	NW & SE	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS: EAST	SOUTH EAST	NORTH WEST	WEST	PEDESTRIANS USING CROSSWALKS: EAST	SE	NW	WEST
	1		412	52	13	360	87	52	251	109					
	6		1095	123	11	972	89	123	661	311					
1	2		1213	125	10	1088	90	124	698	390	1				
4	1		1145	79	7	1066	93	75	550	516	4	2		1	
5		1	1629	134	8	1495	92	128	720	775	6	3		1	
6	6	2	1899	161	8	1738	92	153	763	975	8	3	1		
8	2		1915	153	8	1762	92	145	852	910	8	3	4		
5	5	3	1819	159	9	1660	91	151	821	839	8				
11		1	1747	145	8	1602	92	132	726	876	13	2		1	
8	2		2013	157	8	1856	92	147	829	1027	10	1	1		
8		1	1928	126	7	1302	93	115	764	1039	11		3	3	1
7	1		1930	129	7	1801	93	119	631	1170	10				
13	2		1207	96	8	1111	92	82	489	622	14	3			
6		1	791	68	9	723	91	60	404	319	8				
1			630	39	6	591	94	37	290	301	2				
13	2		693	18	3	675	97	4	272	403	14				
106	33	10	24,274	1941	8	22,333	92	1812	10,693	11,640	129				
96	30	9	22,066	1764	8	20,302	92	1647	9721	10,581	117	17	9	6	1

Tabulated by JIM LAYMON

Checked by

est

Affidavit of Publication

STATE OF OREGON,
COUNTY OF KLAMATH ss.

I, Addye Wright, Business Manager being first duly sworn, depose and say that I am the principal clerk of the publisher of the Herald & News a newspaper of general circulation, as defined by Chapter 193 ORS, printed and published at Klamath Falls in the aforesaid county and state; that the Notice a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two ~~successive and consecutive week s~~ day s, (2 insertion s) in the following issue s:

July 8, 22,1976

Total Cost $26.00

Addye Wright

Subscribed and sworn to before me this 22nd day of July, 1976

(COPY OF NOTICE TO BE PASTED HERE)

STREET HEARING NOTICE
SHASTA WAY - SOUTH
SIXTH STREET TO
EAST SIDE BY-PASS

Notice is hereby given that the City of Klamath Falls has proposed plans for future right-of-way acquisition and construction on Shasta Way-South Sixth Street to East Side By-Pass and eliminating a portion or all parking on each side of South Sixth Street-Washburn Way to South Sixth Street Viaduct, in Klamath Falls. A hearing will be held by the Common Council in the Council Chambers in City Hall at 7:30 p.m. on August 9, 1976.

The proposal consists of acquisition of right-of-way, grading, paving, signalizing, bridge replacement, widening, eliminating a portion or all parking for traffic control and flow, and incidental work to replace the existing facility. Within the urban limits the street section will have a paved width which varies from 40 to 52 feet.

This notice is given in conformance with federal statutes, regulations and the Oregon Action Plan pertaining to this type of proposal, whereby it is required that public notice be given to enable interested citizens to add input at a hearing on the proposal.

Any interested citizen is invited to attend and discuss the proposed improvements at the hearing. Public input may be submitted in writing covering the social, economic and environmental effects of the proposed location and design for this street project by delivering the written statement to the City of Klamath Falls, Public Works Department, 226 S. Fifth St., Klamath Falls, Oregon on or before August 9, 1976. Written statements may be presented and read at the hearing.

Maps, drawings and other information about the proposed project are available at the City of Klamath Falls, Public Works Department, 226 S. Fifth St for public inspection. A statement regarding the environmental effects the proposal will have on the area is also available at the City of Klamath Falls, Public Works office for review and information.

By Harold Derrah,
City Recorder

July 8, 22, 1976

being first duly sworn, depose and say that I am the principal clerk of the publisher of the

Herald & News

a newspaper of general circulation, as defined by Chapter 193 ORS, printed and published at Klamath Falls in the aforesaid county and state; that the

Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two ~~successive and consecutive week~~ day s, (2 insertion s) in the following issue s:

July 8, 22,1976

Total Cost $26.00

George Wright

Subscribed and sworn to before me this 22nd day of July, 1976

Cathryn E.

Notary Public of Oregon

My commission expires 11-12 1979

STREET HEARING NOTICE
SHASTA WAY - SOUTH SIXTH STREET TO EAST SIDE BY-PASS

Notice is hereby given that the City of Klamath Falls has proposed plans for future right-of-way acquisition and construction on Shasta Way-South Sixth Street to East Side By-Pass and eliminating a portion or all parking on each side of South Sixth Street-Washburn Way to South Sixth Street Viaduct, in Klamath Falls. A hearing will be held by the Common Council in the Council Chambers in City Hall at 7:30 p.m. on August 9, 1976.

The proposal consists of acquisition of right-of-way, grading, paving, signalizing, bridge replacement, widening, eliminating a portion or all parking for traffic control and flow, and incidental work to replace the existing facility. Within the urban limits the street section will have a paved width which varies from 40 to 52 feet.

This notice is given in conformance with federal statutes, regulations and the Oregon Action Plan pertaining to this type of proposal, whereby it is required that public notice be given to enable interested citizens to add input at a hearing on the proposal.

Any interested citizen is invited to attend and discuss the proposed improvements at the hearing. Public input may be submitted in writing covering the social, economic and environmental effects of the proposed location and design for this street project by delivering the written statement to the City of Klamath Falls, Public Works Department, 226 S. Fifth St., Klamath Falls, Oregon on or before August 9, 1976. Written statements may be presented and read at the hearing.

Maps, drawings and other information about the proposed project are available at the City of Klamath Falls, Public Works Department, 226 S. Fifth St for public inspection. A statement regarding the environmental effects the proposal will have on the area is also available at the City of Klamath Falls, Public Works office for review and information.

By Harold Derrah,
City Recorder

July 8, 22, 1976

South Sixth Street Merchants Association
2200 South Sixth Street
Klamath Falls,
Oregon 97601

October 4, 1976

Robert W. Straub, Governor
State Capitol Building
Salem, Oregon

Dear Governor Straub:

RE: Removal of parking on South Sixth Street

We the businessmen, property owner's, worker's and citizen's of the affected area are requesting answer's from the State of Oregon on the following questions, presented below, in reference to the removal of parking on South Sixth Street by the State Highway Division.

1. What is the State of Oregon going to do about the safety and welfare of the citizen using the public sidewalks of South Sixth Street in the affected area in the winter?

At the City Council meeting held on August 9, 1976, it was pointed out to the State Highway Division that there now exists a very serious problem of public safety. The snow, slush and gravel being thrown from passing traffic on to the front of buildings (in some locations) in excess of six feet in height is a hazard for the citizen using these sidewalks during the winter. He, as well as the buildings are covered, pelted, and splashed by the passing traffic. What will happen when this traffic is moved even closer (two feet from curb) at 35 miles per hour? (State Highway Division answered with "No comment.")

2. What is the State of Oregon going to do to protect the citizen using the public sidewalks of South Sixth Street against the obvious danger of traffic moved closer to the sidewalks, when a natural barrier of distance and parked cars and trucks are removed?

Also pointed out to the State Highway Division at the City Council meeting of August 9, 1976, was the fact that in the past, automobiles have crashed into several business' in the area

causing damage to store fronts. Question, "What will happen when parking is removed and traffic is moved even closer at 35 miles per hour?" (The State Highway Division answered "No comment.")

3. What does the State of Oregon plan to do about snow and ice removal from the sidewalks in the affected area? At the present time, business' are required by a city ordiance to remove snow and ice. If traffic is moved closer, snow and slush will accumulate many times greater, causing a hardship to business' having to supply time, money and man hours for snow removal.

4. What gives the State Highway Division the right to cause the closure of some business' and probable unemployment for the citizen's working in the affected area, solely for the movement of traffic, while other state agency's are telling citizen's that (Small business is the backbone of our country and that we need to come up with more jobs for the unemployed)?

5. Why did the State Highway Division hold a public meeting on this issue when at this very meeting they stated:
   1. If they want to remove parking they will.
   2. If they do not remove parking from South Sixth Street the Shasta Way project will not receive the funds needed to complete that project.

   Was this meeting actually "Appeasement for the peasants?"

6. Why did the State Highway Division completely ignore any personal contact with business' and citizen's in the affected area during the two years or longer that this project has been on the drawing boards?

   Is this what is called citizen participation in government?

7. Why did the State Highway Division make a comment in a letter to the City of Klamath Falls, dated August 12, 1976, that public input was "purely emotional" and the input was "Clamor"?

   Haven't the citizen's, property owner's, businessmen and worker's the right to express these problems and receive fair logical answer's without being wrote off in this manner?

8. What is going to be done, if anything, in the affected area about the inadequate storm drains that will not handle run off at the present time? Moving traffic into this standing water and slush will greatly aggravate the present problem of insuffient drainage.

9. Why did the State Highway Division completely ignore any other suggestions to this problem, such as a no left turn at Shasta Way and a deeper turn pocket at Washburn Way?

In summary we feel we are being dealt with from a "stacked deck." Is the movement of traffic from point "A" to point "B" more important than the human needs and safety of the citizens of this community? We also wonder if the State of Oregon is aware of the loss of taxes there would be, if the taxpayers affected by these restrictions lose their earning capabilities? We would appreciate an investigation of this matter and the States assistance in finding an impartial solution.

Yours very truly,

South Sixth Street Merchants Association

John J. Withey
John Withey
President

Steven P. Hosp
Steven Hosp
Vice President

Jim Adair
Secretary
Jim Adair

RDE RE RME RCE FAE
RECEIVED ENV
RTE AUG 12 1976 RDE
RUE RBE
REGION 4
RSQ
ASSIGNED

August 12, 1976

George Flitcraft, Mayor
City of Klamath Falls
226 South Fifth Street
Klamath Falls, OR 97601

Dear George:

RE: Shasta Way and its Effect on South Sixth Street

Extreme opposition has been expressed on the removal of parking from South Sixth Street between the railroad overpass and Washburn Way. Much of this clamor was purely emotional, in that the existing spaces are limited and the use of these limited spaces averages less than 10 percent.

I know you have a difficult decision to make in the removal of parking and you must live with your constituents. I wish to point out that South Sixth Street is approaching its capacity now. When it reaches the design capacity and starts to effect traffic safety, I will ask the Highway Division Administration to remove parking using its police powers. I do not think this day of parking removal is very far off, with or without the signal at Shasta Way.

The future South Side Bypass is some years off. It will remove certain through trucks and other through traffic. Klamath Falls, however, is a terminal destination and interim destination for people. South Sixth Street will continue to carry heavy traffic. Even normal population growth in Klamath Falls would insure this.

I do not mean this letter as anything but an explanation of the facts and one fact is, we will have to remove parking from South Sixth Street some day and probably soon. In a sense, parking on Sixth Street now is at our sufferance. When we remove this parking, we cannot participate in off-street development of parking for those merchants under present programs.

Yours very truly,

Carl M. Williams
Regional Engineer

CMW:mr

ROE RE ~~RME~~ RCE FAE
RTE RECEIVED ENV
RUE DEC 23 1976 RDE
RSO REGION 4 RBE
ASSIGNED________________

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 23, 1976

Mr. John Withey, President
South Sixth Street Merchants Association
2200 South Sixth Street
Klamath Falls, OR 97601

The economic analysis of parking removal along South Sixth Street in the vicinity of Shasta Way has now been completed. A copy of that report is attached.

Your Association letter to Governor Straub, State Senator Heard, and State Representative Wilhelms, dated October 4, 1976, raised several questions that I will respond to at this time.

1) Safety of pedestrians from snow and slush if parking were to be removed.

Under present conditions maintenance crews find it difficult to do a good job of removing snow and slush from the street because of parked vehicles. With parking removed, crews will be able to do a better job because they will be able to work the snow and slush from the curbline toward the center of the street. This should reduce problems of snow and slush being splashed onto pedestrians and buildings. Our experience with similar situations in other areas shows the problem not to be as severe as you anticipate.

2) Safety of pedestrians and buildings from traffic after parked vehicle barrier removed.

With parking removed, you are correct, there will be no "barrier" between through traffic and pedestrians or buildings. But, with parking removed, drivers will be able to direct their attention to driving rather than dividing it between driving, watching out for left turning vehicles in a through lane, vehicles switching lanes, people entering or exiting parked vehicles, and vehicles entering or exiting curbside parking spots. The overall impact should be to lessen the possibility of accidents because of a safer section with conflicts removed.

3) Snow and ice removal from sidewalks.

With parking removed, snow and slush removal from the street will be easier to handle since the parked car obstacle will be gone and crews will be able to work the full width of the street from curb to curb (as in #1). Snow and slush on the sidewalk will still be the responsibility of the abutting property owner.

4) Economic Impacts

The attached economic report addresses this issue in detail. Any time there are changes in an existing situation, both adverse and beneficial impacts can result. We have both here. No attempt has been made to establish a dollar/cost benefit ratio because precise dollar values are an elusive quantity, difficult to get, and always arguable. We affirm that the Highway Division has no right to close a business. The result of highway improvement projects, however, can be the closure of businesses. This particular project was undertaken because of a request submitted by the City and County for Federal Aid Urban System funding after Shasta Way had been approved as the top priority Urban System project. All the work determining the Urban System and priority of projects was done by local people. The economic analysis has brought out no new or significant information to warrant reconsideration by the City Council of its decision.

5) Reason for holding public hearing.

A public hearing on this type project is required by law through the Action Plan. The public has the opportunity to present their comments at that time. A misunderstanding has developed regarding parking removal. At the formal hearing, held August 9, 1976, the question was asked "does the State have the authority to remove parking on South Sixth". The answer is "Yes". However, as explained to your group on September 20, 1976, historically the Highway Division has gotten local governing agency concurrance before effecting parking removal.

The preliminary engineering study indicates the Shasta and South Sixth Street intersection meets warrants for a signal at this time. With the improvement of Shasta Way, the signal will be even more warranted and is therefore included as part of the project. To install the signal with left turn lane on South Sixth Street at Shasta Way requires that parking be removed from a point approximately 600' west of Shasta Way to a point approximately 400' east of Shasta Way. Federal and State funding is dependent on this being a part of the project.

6) Why personal and business contacts were not made earlier.

Since a formal public hearing and an informational session were planned for the project, no individual contacts were made. Individuals are able to make comments and suggestions at the formal hearing as well as in writing, within a prescribed time frame. The informal informational session was held the afternoon prior to the formal hearing. On this project very little participation in the informal session occurred, even though both meetings were well publicized in the newspaper and on the radio.

7) Comments in letter dated August 12, 1975.

The comment referring to the "clamor" being "purely emotional" is a reasonable if not totally accurate assessment of what took place at the formal hearing, though it may not have been very tactful. What I heard at the meeting was a loud expression of discontent on an issue that is understandably emotional, since it is tied directly to business survival. Many comments and suggestions were not logical or relevant, and some were less than complimentary. However, I recognize the gravity of your situation and have attempted to objectively consider what was said at the hearing, and what has transpired since. I believe that the attached economic report reflects the objectivity given this matter.

8) Inadequate storm drain problem.

We are investigating the drainage situation and intend to include in the project whatever corrective measures are appropriate so that any ponding or back up of water will be minimized.

9) Other suggested solutions to this problem.

The State did consider, at the City's request, that left turns at Shasta be prohibited and the people forced to go to Washburn Way or other streets. The study showed that no additional signal time is available at Washburn for west-to-north turning traffic. Any left turning traffic in excess of those already allowed will have to wait for the next cycle. This could cause left turning traffic to stack up in the through lane, further congesting South Sixth Street. There is insufficient width in the present street section to provide for the length of left turn storage lane required. Parking would have to be removed to appoint approximately 200' west of Lark Street. An additional problem would be the enforcement of no left turns at Shasta Way.

In response to your summary, I feel that a great deal of consideration has been given to the human needs and safety of all affected citizens. There certainly are no guarantees that all problems are resolved. The economic analysis describes steps to minimize adverse impacts. The ability to adapt to the change depends greatly on the efforts of the individuals involved.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: State Senator Heard
State Representative Wilhelms
Jim Watson, City
Lyle Smith, County
Enclosure

bc: Frank Terpin
Gary Potter
John Gunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 318-1910

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

November 5, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO:
L. W. Rulien
Project Management Engineer

SUBJECT: Hearing
S. Sixth-Eastside Bypass
Shasta Way
Klamath Falls

I believe that there might be a misunderstanding concerning the hearing for this project. A formal hearing was held and transcribed on August 9, 1976, in the Klamath Falls City Council chambers. City and OSHD personnel and the public all had their say.

An Affidavit of Publication is enclosed, to document the required public notice. OSHD is still preparing an economic assessment of the effect of parking removal, but we feel that the hearing requirements have been fulfilled.

David Fenton

DSF:pw
Enclosure
cc: Frank Terpin

Prange
[illegible] regional transcript [illegible] hearing
R

PROJECT MANAGEMENT
NOV - 8 '76
REFER TO [illegible] transcript etc. R

Info	Investigate	R/D	Action	File	Letter	[illegible]

RECEIVED
COUNTY & CITY SECTION
NOV 12 1976
☐ [illegible] ☐ COOL. ☑ DE ☒ AE ☐ UE
☑ DPE ☑ CE ☒ [illegible] ☒ DPE ☐

ASKED FENTON TO SEND US A TRANSCRIPT 11-30-76 [illegible] GOT ONE FROM D. BAGGER 12-2-76 [illegible]

8764

FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 318-1910

Bend, Oregon, 97701

October 29, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Matching Ratio
S. Sixth - Eastside Bypass
Shasta Way (FAU 2398)
Klamath Falls

The City of Klamath Falls has requested that the matching ratio on the above project be amended to 86% - 14%. Their requesting letter is attached.

David Fenton

DSF:pw
Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
NOV 1 76

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

October 27, 1976

Mr. Dave Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Or 97701

RE: Shasta Way, South Sixth Street - East Side Bypass Section

Dear Dave:

Reference is made to a letter from Mr. Fred B. Klaboe, dated October 14, 1976, regarding federal/state matching ratio funding for F.A.U. projects. The letter further states a written request is needed from the local government asking that we utilize the 86%-14% match ratio.

Please consider this letter from the City of Klamath Falls as a formal request to revise our F.A.U. agreement on the South Sixth Street - Eastside Bypass Section on Shasta Way dated April 28, 1975. Section V 3 (a) and (b) of the agreement will be revised so that the City and County share shall be 7% jointly, rather than 11% as stated.

Sincerely,

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

cc: Lyle Smith, County Director of Public Works
Jim Watson, City Manager

SISTER CITY
ROTORUA, NEW ZEALAND

2764

FAUS

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 318-1910

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
October 27, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: Gary Potter
Environmental Manager

SUBJECT: Right-of-way Requirements
S. Sixth St.-E.Side Bypass
(FAUS 2298)
Klamath Falls

The original assessment for this project, approved by FHWA on July 14, 1975, stated that right-of-way would not be required. The current design for the project indicates the need for minor strip-type takings. A detail map is available in the Location Section to show precise project limits. The Project Assessment should be amended to reflect the right-of-way requirements.

RAS:pw
cc: L.W.Rulien ✓

JOHN OAKES

RECEIVED
COUNTY & CITY SECTION
OCT 28 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT
OCT 28 '76
Gary
FOR
✓ Investigate R/D Action File Letter See me

~~Fas 959~~
Klam Co
M-4823(1)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon. 97701
October 26, 1976

FILE: 18-1915
518-1920

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Matching Ratio
S. Sixth St.-E.Side Bypass
Shasta Way (FAU), and
Green Springs Jct., Washburn Way
~~(FAS 959)~~
FAU 4823

Enclosed are two letters from Klamath County, one for each of the above projects, requesting that the matching ratios be changed to 86%-14%. I believe that we have yet to formalize an agreement on the FAS project. It is probably time to do so.

David S Fenton

DSF:pw
Enclosures

Cy To: Laux
Hacek

RECEIVED
COUNTY & CITY SECTION
OCT 27 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT
OCT 27 '76
REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

October 20, 1976

Mr. David Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

REF: SHASTA WAY, SOUTH SIXTH STREET-
EAST SIDE BY-PASS SECTION

Dear Dave:

Reference is made to the letter from F.B. Klaboe dated October 14, 1976 in which he states a specific written request from local government is needed to revise on-going local agreements to the new 86%-14% match ratio.

Please consider this letter as the formal request of Klamath County to revise our F.A.U. agreement on the South Sixth Street-East Side By-Pass Section on Shasta Way dated 4-28-75. Section V 3 (a) and (b) of the agreement will be revised so that the County and City share shall be 7% each, rather than 11% as stated.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt
cc: Larry Lindstrom

RECEIVED
COUNTY & CITY SECTION
OCT 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

October 20, 1976

Mr. David Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

REF: FAS 959, HIGHWAY 97-
WASHBURN WAY SECTION

Dear Dave:

Reference is made to the letter from F.B. Klaboe dated October 14, 1976 in which he states a specific written request from local government is needed to revise on-going local agreements to the new 86%-14% match ratio.

Please consider this letter as the formal request of Klamath County to revise the agreement of this preliminary engineering project to the new ratio, so the County share will be 7% rather than 11%.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt

RECEIVED
COUNTY & CITY SECTION
OCT 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

[✓ ROE] RE TIME RCE [✓ FAE]
RECEIVED ENV
RTE AUG 12 1976 RDE
RUE RBE
REGION 4
RSQ
ASSIGNED ____________

August 12, 1976

George Flitcraft, Mayor
City of Klamath Falls
226 South Fifth Street
Klamath Falls, OR 97601

Dear George:

RE: Shasta Way and its Effect on South Sixth Street

Extreme opposition has been expressed on the removal of parking from South Sixth Street between the railroad overpass and Washburn Way. Much of this clamor was purely emotional, in that the existing spaces are limited and the use of these limited spaces averages less than 10 percent.

I know you have a difficult decision to make in the removal of parking and you must live with your constituents. I wish to point out that South Sixth Street is approaching its capacity now. When it reaches the design capacity and starts to effect traffic safety, I will ask the Highway Division Administration to remove parking using its police powers. I do not think this day of parking removal is very far off, with or without the signal at Shasta Way.

The future South Side Bypass is some years off. It will remove certain through trucks and other through traffic. Klamath Falls, however, is a terminal destination and interim destination for people. South Sixth Street will continue to carry heavy traffic. Even normal population growth in Klamath Falls would insure this.

I do not mean this letter as anything but an explanation of the facts and one fact is, we will have to remove parking from South Sixth Street some day and probably soon. In a sense, parking on Sixth Street now is at our sufferance. When we remove this parking, we cannot participate in off-street development of parking for those merchants under present programs.

Yours very truly,

Carl M. Williams
Regional Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CMW:mr

8764

GENERAL FILES

J

AL STONE
STANDARD OIL DISTRIBUTOR

August 10, 1976

CHEVRON HEATING FUELS
CHEVRON BURNER SERVICE

P. O. BOX 338
KLAMATH FALLS, OREGON 97601
PHONE 882-4444

RECEIVED
AUG 13
KLAMATH FALLS
CITY MANAGER

Mayor George Flitcraft
735 Loma Linda Dr.
Klamath Falls, Oregon

Dear Mayor Flitcraft:

As I did not know how to reach the City Council, I am sending this to you in hopes that you can convey the contents to them.

We were unable to attend the meeting held yesterday concerning the proposed revamping of south sixth street, but we would like you to know that we are definitely in favor of the proposal.

We have been involved in three very expensive law suits because of that street and I believe if you would check with any insurance company they would say that is one reason why the insurance rates are so high around here.

We sincerely hope that something will be done about south sixth street and I do understand how some of the merchants might feel, but as for myself I will not stop at any of the stores that do not have additional parking. I will not park on south sixth street to go to any of them.

Sincerely,

Mrs. Albert Stone

Mr. & Mrs. Albert Stone

8764

8

August 10, 1976

GENERAL FILES

Dear Sirs:

The appropriation of State and local moneys for the widening of Shasta way is like flogging a dead horse. The proposed project may aleviate the problem; but only for a short while.

A more practical approach would be to press for the truck route, proposed along Washburn way, and Johns avenue. This would remove much traffic from South Sixth street. Another suggestion would be to either reduce the speed limit from a point where Alameda joins South Sixth too no more than 30 mph, via South Sixth both to and from downtown Klamath Falls. This speed would have to be strictly enforced. This would induce those merely proceding down town, to take the much faster route via Alameda. The reduced speed limit would still be sufficient for those merely shopping along Sixth.

Those wishing to reach the shopping center from the North side of town have a very convenient route via Alameda and Washburn. A left turn lane at Shasta way and Alameda would further facilitate the flow of traffic.

Removing traffic from South Sixth via a truck route, or bypass system is a pressing issue. Noise pollution from passenger cars, log trucks from the bly area, and heavy trucking traffic via the Winnemucca highway route is downgrading the liveability of our area. It has become necessary for us to close our bedroom windows at night to shut out this constant noise, even though we live more than 1000 yards South of Sixth street.

Very truly yours

Robert P. Browne

Robert P. Browne
2600 Patterson St
Klamath Falls, Ore

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE AUG 17 1976 RDE
RSO REGION 4 RBE
ASSIGNED______________

AUG 13
KLAMATH FALLS
CITY MANAGER

City of Klamath Falls Council Meeting

August 9, 1976

Mayor Flitcraft....I think it might be well to set the tone of this evening's meeting. It is a formal hearing on the South Sixth Street-Eastside Bypass section project. The Council is not going to make a decision this evening. The hearing is to get information and to allow the citizens to have an opportunity to speak on this matter, whichever way they wish to. We do have an interesting situation. In the hopes of streamlining this, we did put two pieces of paper out there... Those who wish to testify for and those who wish to testify against. I notice the "for" is noticeable for its blankness. Now, is there anyone who wishes to speak against the proposal that I don't have on this list? I'll list you so that; Lee Yoder, Bruce Durant, Mr. Granados, Gino Carnini, John Withey, Knudson and Adair. Is there anyone else who wishes to, we will give you an opportunity this evening if you wish to stand up extemporaneously and speak. Melvin Carlson (Added name).

We are not going to try to debate this this evening, it is strictly informational. Anyone who does testify should understand that they will be subject to questions from members of the council for clarification and no decision will be rendered this evening. I'll start out with Larry (Lindstrom):

Larry Lindstrom....Yes, Mr. Mayor, members of the Council, ladies and gentlemen of the audience, representatives of the Staff, members of the Oregon State Highway Department. I'll start on my left, we have Harold Brainard of the OSHD, Dave Fenton, FAE of OSHD, Bob Sandmann, OSHD, E.J. Dunn, Resident Construction Engineer of Klamath Falls, John Holcomb, Traffic Division, OSHD, John Gunter, standing out in the hall, who is the District Engineer of the Klamath Falls area. These gentlemen will be available for any technical questions the audience may have, or the Council. We have ten days after the date of this hearing in which to receive written statements from any member of the audience and address them to the City of Klamath Falls who in turn will forward it to the Oregon State Highway Division.

The project consists of the widening and improving of Shasta Way, from South Sixth

Mayor Flitcraft....I think it might be well to set the tone of this evening's meeting. It is a formal hearing on the South Sixth Street-Eastside Bypass section project. The Council is not going to make a decision this evening. The hearing is to get information and to allow the citizens to have an opportunity to speak on this matter, whichever way they wish to. We do have an interesting situation. In the hopes of streamlining this, we did put two pieces of paper out there... Those who wish to testify for and those who wish to testify against. I notice the "for" is noticeable for its blankness. Now, is there anyone who wishes to speak against the proposal that I don't have on this list? I'll list you so that; Lee Yoder, Bruce Durant, Mr. Granados, Gino Carnini, John Withey, Knudson and Adair. Is there anyone else who wishes to, we will give you an opportunity this evening if you wish to stand up extemporaneously and speak. Melvin Carlson (Added name).

We are not going to try to debate this this evening, it is strictly informational. Anyone who does testify should understand that they will be subject to questions from members of the council for clarification and no decision will be rendered this evening. I'll start out with Larry (Lindstrom):

Larry Lindstrom....Yes, Mr. Mayor, members of the Council, ladies and gentlemen of the audience, representatives of the Staff, members of the Oregon State Highway Department. I'll start on my left, we have Harold Brainard of the OSHD, Dave Fenton, FAE of OSHD, Bob Sandmann, OSHD, E.J. Dunn, Resident Construction Engineer of Klamath Falls, John Holcomb, Traffic Division, OSHD, John Gunter, standing out in the hall, who is the District Engineer of the Klamath Falls area. These gentlemen will be available for any technical questions the audience may have, or the Council. We have ten days after the date of this hearing in which to receive written statements from any member of the audience and address them to the City of Klamath Falls who in turn will forward it to the Oregon State Highway Division.

The project consists of the widening and improving of Shasta Way, from South Sixth Street to Eastside Bypass. Within that proposal there is a traffic signal at the intersection of Shasta and Sixth St. which would require approximately 500 feet in order to accommodate a left-turn refuge on the City center side or approximately the west side, on the east side it would acquire approximately 200 feet of No Parking in order to accomplish signalization. Also included in the proposal is a two-way left turn lane on that portion of Sixth Street from Washburn Way to Adams Street. I'd like to address myself to the two-way left turn lane portion which would eliminate parking on Sixth St. Some of the benefits derived would be increase your traffic capacity, increase in safety. Improvements of access to business off-street parking. Acts as an escape lane for traffic exiting and entering on South Sixth St. It is programmed for higher efficiency with the pre-timed signals which now exist on E. Main as far out as Homedale on South Sixth St. for moving through traffic. We have less fear of the driver making a left turn and the traffic behind him stopping, encouraging more traffic to stop at businesses with off-street parking because of easier access, reduction of rear-end collisions which creates a safer driving atmosphere. Easier and safer movement for a driver to leave a parking lot or intersection by using the center lane for refuge and merging with traffic which reduces a traffic hazard for people leaving business parking lots. The adverse effect, of course, is removing all parking on each side on this segment of South Sixth St. Of the total lineal footage, I refer to Exhibit A ---We have approximately 25% of that area which accounts for driveways, we have no parking which amounts to 5%. Street intersections represents 8% and existing available usable parking represents 37%. In cooperation with the City of Klamath Falls Planning Dept. during the past week, we have evaluated the utilization of that parking which is available. We have total available spaces of approximately 87. That's based on a 25' length of parking space. Overall usage accounted for, on the average, 9%. The highest utilization was 12 o'clock noon, which showed a 14% usage. Referring to Exhibit B, we outlined the segment to show the occupied buildings in green, as you can see, this represents a number of businesses that have present occupancy. The unoccupied buildings are represented by the red color, which show at this time, four.

Vacant lots represented by yellow. Your parking lots are represented by blue. As you can see, it's very well distributed except on the north side, between Shasta and Lark St. The orange represents used car lots. If we modify the projects, eliminate that portion of the parking removal, the project as I mentioned before

Way to Adams Street. I'd like to address myself to the two-way left turn lane portion which would eliminate parking on Sixth St. Some of the benefits derived would be increase your traffic capacity, increase in safety. Improvements of access to business off-street parking. Acts as an escape lane for traffic exiting and entering on South Sixth St. It is programmed for higher efficiency with the pre-timed signals which now exist on E. Main as far out as Homedale on South Sixth St. for moving through traffic. We have less fear of the driver making a left turn and the traffic behind him stopping, encouraging more traffic to stop at businesses with off-street parking because of easier access, reduction of rear-end collisions which creates a safer driving atmosphere. Easier and safer movement for a driver to leave a parking lot or intersection by using the center lane for refuge and merging with traffic which reduces a traffic hazard for people leaving business parking lots. The adverse effect, of course, is removing all parking on each side on this segment of South Sixth St. Of the total lineal footage, I refer to Exhibit A ---We have approximately 25% of that area which accounts for driveways, we have no parking which amounts to 5%. Street intersections represents 8% and existing available usable parking represents 37%. In cooperation with the City of Klamath Falls Planning Dept. during the past week, we have evaluated the utilization of that parking which is available. We have total available spaces of approximately 87. That's based on a 25' length of parking space. Overall usage accounted for, on the average, 9%. The highest utilization was 12 o'clock noon, which showed a 14% usage. Referring to Exhibit B, we outlined the segment to show the occupied buildings in green, as you can see, this represents a number of businesses that have present occupancy. The unoccupied buildings are represented by the red color, which show at this time, four.

Vacant lots represented by yellow. Your parking lots are represented by blue. As you can see, it's very well distributed except on the north side, between Shasta and Lark St. The orange represents used car lots. If we modify the projects, eliminate that portion of the parking removal, the project as I mentioned before includes a signal for the intersection of Sixth and Shasta. We have approximately

1200 vehicles per day which make a left turn movement. Without the traffic control it reduces your traffic capacity at the intersection, as well as your through traffic. The net effect would be to increase safety by reducing rear-end collisions in each lane on Sixth St. I refer to Exhibit C. By allowing a left-turn refuge, it eliminates your car stopping on Sixth St., as it presently does now, either going to the east or going to the west which will eliminate rear-end and angle collisions in the intersections. Again, the signalization would be pre-timed and inter-locked with the existing traffic signals that you have.

(Transparencies, Overhead Projector) Here is a better "blow up" of the Sixth St.-Shasta Intersection. This is your west movement. There will be a right turn only lane to the City center. This is your westbound lane off of Sixth St. onto Shasta. Coming in to City Center on Sixth St. we have a right turn lane exiting on to Shasta, each of the other lanes remains the same on the inbound lane: This lane which would be City Center side would be for your left turn refuge.

The Shasta Way Project: At the present time we have 6200 vehicles per day. It is projected by 1995 this segment of the system will have reached 9600 vehicles per day. Existing capacity is 4800 west of Washburn Way, and 7500 cars per day east of Washburn Way. The portion of Shasta Way from South Sixth St. to Washburn and Austin St., the approximate boundary of the City limits line to the eastside bypass, we have this typical cross-section. 40 ft. from face of curb to face of curb, two feet of shy distance adjacent to the curb line, 12 ft. travel lanes for east and west bound, and a free left turn twelve foot lane for the left turn. Five ft. sidewalk on the north side, 7 ft. combination sidewalk-bikepath on the south side. That portion of Shasta Way between Washburn and Austin St. has 4 twelve foot travel lanes, two in each direction. Again, for continuity in the system, you have 7 ft. bikepath-sidewalk on the south side and north side a 5 ft. sidewalk and 2 ft. shy distance.

The Shasta Way project consists also of replacing a new bridge across the "A" Canal. Seeding and mulching, landscaping, traffic signing and marking will be included. Drains for storm run-off will be improved to eliminate the problem areas that now exist. We also will upgrade the existing traffic controller at Washburn and Shasta intersection. Currently the City has experienced a high maintenance problem and a high power output to maintain the existing controller. I'd like to conclude my

The net effect would be to increase safety by reducing rear-end collisions in each lane on Sixth St. I refer to Exhibit C. By allowing a left-turn refuge, it eliminates your car stopping on Sixth St., as it presently does now, either going to the east or going to the west which will eliminate rear-end and angle collisions in the intersections. Again, the signalization would be pre-timed and inter-locked with the existing traffic signals that you have.

(Transparencies, Overhead Projector) Here is a better "blow up" of the Sixth St.-Shasta Intersection. This is your west movement. There will be a right turn only lane to the City center. This is your westbound lane off of Sixth St. onto Shasta. Coming in to City Center on Sixth St. we have a right turn lane exiting on to Shasta, each of the other lanes remains the same on the inbound lane: This lane which would be City Center side would be for your left turn refuge.

The Shasta Way Project: At the present time we have 6200 vehicles per day. It is projected by 1995 this segment of the system will have reached 9600 vehicles per day. Existing capacity is 4800 west of Washburn Way, and 7500 cars per day east of Washburn Way. The portion of Shasta Way from South Sixth St. to Washburn and Austin St., the approximate boundary of the City limits line to the eastside bypass, we have this typical cross-section. 40 ft. from face of curb to face of curb, two feet of shy distance adjacent to the curb line, 12 ft. travel lanes for east and west bound, and a free left turn twelve foot lane for the left turn. Five ft. sidewalk on the north side, 7 ft. combination sidewalk-bikepath on the south side. That portion of Shasta Way between Washburn and Austin St. has 4 twelve foot travel lanes, two in each direction. Again, for continuity in the system, you have 7 ft. bikepath-sidewalk on the south side and north side a 5 ft. sidewalk and 2 ft. shy distance.

The Shasta Way project consists also of replacing a new bridge across the "A" Canal. Seeding and mulching, landscaping, traffic signing and marking will be included. Drains for storm run-off will be improved to eliminate the problem areas that now exist. We also will upgrade the existing traffic controller at Washburn and Shasta intersection. Currently the City has experienced a high maintenance problem and a high power output to maintain the existing controller. I'd like to conclude my portion at this time by saying that during 1973 the City Planning Commission met on at least 3 special meetings to select an FAU system within the City of Klamath Falls. Likewise, the Klamath County Roads Advisory Committee met and established an FAU system. Between the two entities a system has been established. Upon confirmation by both the city and county an approval was submitted to the Federal State Highway Commission. A Federal Aid System was established prior to the construction schedule. Shasta Way is the No. 1 project. Due to the complexity and the cost of the Shasta Way project, Federal allotted funds have been banked and earmarked for the past three years. The project has been three years in the making with the funding 78% Federal, 11% State, 5 1/2% City, 5 1/2% County. At the conclusion of Mr. Harold Brainard's presentation, and also Mr. David Fenton's, I'd like to take about 5 or 10 minutes and take a little ride down Sixth St. and Shasta Way.

Mr. Fred Tucker....As I understand the traffic lane is 2 feet from the curb.

Lindstrom.... Yes Sir, that is correct, there is 2 ft. shy distance.

Councilman Douglas....Larry, the Shasta Way project there is nothing concerned about the earmarked money as far as South Sixth, is that correct? Regardless of what takes place on South Sixth, Shasta Way project will always be completed, is that correct?

Lindstrom.... Providing that the signalization is included within the Shasta Way project. We cannot have one without the other.

Councilman Douglas.... Well Now! As far as the Federal government is concerned, the money is still earmarked and we can use it for the Shasta Way project, and it is irrevelant to the South Sixth. Is that correct?

Lindstrom.... Actually you have two proposals.

Councilman Douglas.... The question is, though, the federal government is not concerned about South Sixth St.

Lindstrom.... The money doesn't have anything to do with it.

Councilman Wynne.... Will you clarify that point, Larry? Is what Harold is saying that 78% of this project is not endangered regardless of what happens at South Sixth St. Is that correct? We're talking about the 11%.

Dave Fenton.... I think it should be clear that the signal is part of the project by both the city and county an approval was submitted to the Federal State Highway Commission. A Federal Aid System was established prior to the construction schedule. Shasta Way is the No. 1 project. Due to the complexity and the cost of the Shasta Way project, Federal allotted funds have been banked and earmarked for the past three years. The project has been three years in the making with the funding 78% Federal, 11% State, 5 1/2% City, 5 1/2% County. At the conclusion of Mr. Harold Brainard's presentation, and also Mr. David Fenton's, I'd like to take about 5 or 10 minutes and take a little ride down Sixth St. and Shasta Way.

Mr. Fred Tucker....As I understand the traffic lane is 2 feet from the curb.

Lindstrom.... Yes Sir, that is correct, there is 2 ft. shy distance.

Councilman Douglas....Larry, the Shasta Way project there is nothing concerned about the earmarked money as far as South Sixth, is that correct? Regardless of what takes place on South Sixth, Shasta Way project will always be completed, is that correct?

Lindstrom.... Providing that the signalization is included within the Shasta Way project. We cannot have one without the other.

[illegible] Douglas.... Well Now! As far as the Federal government is concerned, [illegible] still earmarked and we can use it for the Shasta Way project, and it [illegible] Sixth. Is that correct?

[illegible] two proposals.

[illegible] tion is, though, the federal government is not [illegible]

[illegible] n't have anything to do with it.

[illegible] larify that point, Larry? Is what Harold is saying [illegible] endangered regardless of what happens at South Sixth [illegible] king about the 11%.

[illegible] should be clear that the signal is part of the project [illegible] nal is the minimum amount of parking removal along South Sixth St. So, in that sense, there is involvement with South Sixth St. Now, if when you refer to South Sixth St. parking, you concern yourself only with the continuous left-turn lane then it is true that Federal money and the State participation is in no way jeopardized by the removal of that. However, there is a minimum amount of parking removal, 500 ft. to the west, 266 to the east that is tied in with the signal, and that is tied in with the project, and Federal and State participation hinges upon that. Is that clear, Sir?

Councilman Douglas.... There has been some hypothetical statement made by Larry and ___?___, what I want to know is this --- In the event that we continue on the same trend by the signalization, by the motorist himself assessed the view, that the project is not in jeopardy.

Fenton.... I'm sorry, it's not clear to me what you said.

Councilman Douglas.... In the event that we continue in the same trend that we have, then on South Sixth St. and there is no signalization on Shasta Way, other than the motorist making a signal to move, the Shasta Way project is not in jeopardy as far as the federal funding is concerned.

Fenton.... The federal funding is in jeopardy unless there is a traffic signal installed as part of this project.

Councilman Douglas.... Then I'll ask you this. Did the State inject that into it because it wasn't my understanding two years ago when this was brought up.

Fenton.... Two years ago the traffic counts weren't what they are now. We feel that there is a sufficient safety problem there and the capacity being nearly 100% several times of the day that we can't put the taxpayers money into a project that would further jeopardize the highway traveler, the motorist, along that route.

Councilman Douglas.... Well, I'll come back some other questions, but thank you for what ----

Councilman Phelps.... What was the anticipated construction time on this if it were approved? When were you going to start, this year or next year?

Lindstrom....If all goes well, we should have the bids call sometime in October, this year.

no way jeopardized by the removal of that. However, there is a minimum amount of parking removal, 500 ft. to the west, 266 to the east that is tied in with the signal, and that is tied in with the project, and Federal and State participation hinges upon that. Is that clear, Sir?

Councilman Douglas.... There has been some hypothetical statement made by Larry and ______?______ , what I want to know is this --- In the event that we continue on the same trend by the signalization, by the motorist himself assessed the view, that the project is not in jeopardy.

Fenton.... I'm sorry, it's not clear to me what you said.

Councilman Douglas.... In the event that we continue in the same trend that we have, then on South Sixth St. and there is no signalization on Shasta Way, other than the motorist making a signal to move, the Shasta Way project is not in jeopardy as far as the federal funding is concerned.

Fenton.... The federal funding is in jeopardy unless there is a traffic signal installed as part of this project.

Councilman Douglas.... Then I'll ask you this. Did the State inject that into it because it wasn't my understanding two years ago when this was brought up.

Fenton.... Two years ago the traffic counts weren't what they are now. We feel that there is a sufficient safety problem there and the capacity being nearly 100% several times of the day that we can't put the taxpayers money into a project that would further jeopardize the highway traveler, the motorist, along that route.

Councilman Douglas.... Well, I'll come back some other questions, but thank you for what ----

Councilman Phelps.... What was the anticipated construction time on this if it were approved? When were you going to start, this year or next year?

Lindstrom....If all goes well, we should have the bids call sometime in October, this year.

Mayor.... If there are no further questions from Council, we will proceed.

Fenton.... For your information, and the records, I'd like to read excerpts from the U.S. Dept. of Transportation Policy and Procedure Memorandum 20-8. "The purpose of the PBM is to insure to the maximum extent practicable, that highway locations and designs reflect and are consistent with federal, state, and local goals and objectives. The rules, policies, and procedures established are intended to afford full opportunity for public participation in the consideration of highway location and design proposals by highway departments before submission to the FHWA for approval. It provides for coordination of proposals with public and private interests. In addition, it provides for a hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them, and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists."

Further in line with this policies and procedure memorandum, upon completion of the evaluation of the statements given here, information developed in support of the design of this section of highway will be available for public inspection with copies at the Salem headquarters of the State Highway Division.

Harold Brainard.... The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of the highway. The additional R/W necessary for reconstruction of the section of highway does not involve the displacement of residences, businesses, or non-profit organizations. It will involve the acquisition of a limited number of easements, construction permits, and a few parcels of property to be acquired. An explanation of the R/W acquisition process is obtained in the leaflet "Acquiring Lands for Highways". This leaflet covers matter of public hearings the appraisal procedure, the definition of market value, procedure for handling payments for property and an explanation of the eminent domain procedures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one if you might have property involved on this project. This leaflet will be included in the minutes of this meeting and will be transcribed along with other statements. Lands acquired through the right-of-way acquisition is estimated at a

Dept. of Transportation Policy and Procedure Memorandum 20-8. "The purpose of the PBM is to insure to the maximum extent practicable, that highway locations and designs reflect and are consistent with federal, state, and local goals and objectives. The rules, policies, and procedures established are intended to afford full opportunity for public participation in the consideration of highway location and design proposals by highway departments before submission to the FHWA for approval. It provides for coordination of proposals with public and private interests. In addition, it provides for a hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them, and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists."

Further in line with this policies and procedure memorandum, upon completion of the evaluation of the statements given here, information developed in support of the design of this section of highway will be available for public inspection with copies at the Salem headquarters of the State Highway Division.

Harold Brainard.... The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of the highway. The additional R/W necessary for reconstruction of the section of highway does not involve the displacement of residences, businesses, or non-profit organizations. It will involve the acquisition of a limited number of easements, construction permits, and a few parcels of property to be acquired. An explanation of the R/W acquisition process is obtained in the leaflet "Acquiring Lands for Highways". This leaflet covers matter of public hearings the appraisal procedure, the definition of market value, procedure for handling payments for property and an explanation of the eminent domain procedures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one if you might have property involved on this project. This leaflet will be included in the minutes of this meeting and will be transcribed along with other statements. Lands acquired through the right-of-way acquisition is estimated at a period of three to five months from date of authorization of the project. This will permit adequate appraisal and negotiation time. The right-of-way program for this project will be under my supervision. My name is Harold Brainard and my office is located on the North Dalles/California Highway, Bend, Oregon, Telephone No. 382-1911. The Oregon State Highway Division is acting on behalf of the City of Klamath Falls and Klamath County with the acquisition of the necessary right-of-way.

Mayor.... Council have any questions?

Lindstrom (Movie).... Mr. Mayor, if I may? Could we have everyone's attention for another five minutes or so. I'd like to show them here -- Going down South Sixth Street, toward Washburn Way I had a little problem here----keeping the camera steady. I'd like to have you note, if you would along the yellow zone, the driveway cuts that do exist. This is taken approximately at 12 o'clock. I estimate the traffic flow might be three times this great - this is at Washburn Way. As you can tell, the signal just changed so we have the traffic moving on. This is coming back in towards City center. In this area right here already, the parking area has been eliminated on both sides, this is right next to Copeland and C.P.I. In the background you have a pickup trying to make a left turn and you have one, two, three cars starting to stack up. This is in front of Wes Sine's Lumber Co. and he uses it for unloading. This is at the intersection of Shasta and Sixth. There is a car waiting for the traffic to gap so he can clear through. The pickup has started to slow up so the other one can exit off Sixth Street. Here we have three cars waiting to make a left turn at Shasta and Sixth. This is looking down the curb line. There isn't too much shy distance when you park adjacent to the curb. This is further out on Sixth St., out towards Homedale -- driving out to Homedale. Now this is a return trip back to City center. We have a delivery truck using the left turn lane. Two more cars exiting off and another pulling in, merging with the traffic, another exiting off. Cadillac pulls in. We'll turn right and run down Shasta Way. This is going east. We have drainage problems in this area. Note the cramped feeling that you have as we approach Washburn Way intersection. We have trouble with this controller. Within this project is proposed to upgrade the controller.

This is adjacent to K-Mart, and your traffic generator, Shasta Plaza and Thunderbird, with McDonald's in the background, continuing on east - this is the portion that has been completed by the County and this is what the section we propose will look like. You will note the more open effect you have for driving conditions, the left turn lane. This was taken right at noon, coming in from the west, back to

Mayor.... Council have any questions?

Lindstrom (Movie).... Mr. Mayor, if I may? Could we have everyone's attention for another five minutes or so. I'd like to show them here -- Going down South Sixth Street, toward Washburn Way I had a little problem here----keeping the camera steady. I'd like to have you note, if you would along the yellow zone, the driveway cuts that do exist. This is taken approximately at 12 o'clock. I estimate the traffic flow might be three times this great - this is at Washburn Way. As you can tell, the signal just changed so we have the traffic moving on. This is coming back in towards City center. In this area right here already, the parking area has been eliminated on both sides, this is right next to Copeland and C.P.I. In the background you have a pickup trying to make a left turn and you have one, two, three cars starting to stack up. This is in front of Wes Sine's Lumber Co. and he uses it for unloading. This is at the intersection of Shasta and Sixth. There is a car waiting for the traffic to gap so he can clear through. The pickup has started to slow up so the other one can exit off Sixth Street. Here we have three cars waiting to make a left turn at Shasta and Sixth. This is looking down the curb line. There isn't too much shy distance when you park adjacent to the curb. This is further out on Sixth St., out towards Homedale -- driving out to Homedale. Now this is a return trip back to City center. We have a delivery truck using the left turn lane. Two more cars exiting off and another pulling in, merging with the traffic, another exiting off. Cadillac pulls in. We'll turn right and run down Shasta Way. This is going east. We have drainage problems in this area. Note the cramped feeling that you have as we approach Washburn Way intersection. We have trouble with this controller. Within this project is proposed to upgrade the controller.

This is adjacent to K-Mart, and your traffic generator, Shasta Plaza and Thunderbird, with McDonald's in the background, continuing on east - this is the portion that has been completed by the County and this is what the section we propose will look like. You will note the more open effect you have for driving conditions, the left turn lane. This was taken right at noon, coming in from the west, back to City center. (End of Film)

Mayor.... That concludes staff's presentation. We will assume, since we had no one sign up for the proponents sheet that I would read a letter into the record, directed to the Klamath Falls Department of Public Works.

Gentlemen: I would like to go on record as supporting the proposed plan to widen Shasta Way to four lanes from the Eastside Bypass to South Sixth St., including a traffic light at South Sixth St. and rechannelization of the traffic from the RR overpass to Shasta Way. Thank you. Very truly Yours, William L. Wales & Assoc. So, we'll move along. I'll call on Lee Yoder, and if I mispronounce somebody's name, I hope that you'll correct me.

Lee Yoder....Mr. Mayor, Council Members, I am Lee Yoder, I own and operate Sierra Gun Shop and I am opposed to this removal of the parking on South Sixth between Washburn Way and the viaduct, and I made a few notes here I'd like to review here. I believe the City Council should be interested in helping small business people and to some extent, at least protecting them in their investments so that the tax base of the City cannot only be maintained but increased. Now tonight we're talking about 3.3 million dollars assessed value on South Sixth between the viaduct and Washburn Way. This value does not include the personal property, all which is vitally affected by the City and Highway Department proposal. There is no question that a number of the businesses in the area between the viaduct and Washburn Way will close their doors if parking along South Sixth is removed. These businesses have no parking except on South Sixth St. In my opinion, this drastic action on the part of the City and Highway Department can wait until other related projects are finished, such as the Southside Bypass and the truck route. I would like to ask the people in the audience here who are in business on South Sixth St. and have no parking, no parking at all, except what is on South Sixth, to stand. Pete Janelli's Hotel and Restaurant Supply, Pete, how will this affect your business, if you lose your parking.

Pete Janelli.... It would put a stop to it.

Mayor.... I would like for you to give your testimony, Lee, and if these other people wish to speak of this matter, we will allow them to do so.

Yoder.... All right. This concludes what I have to say to the Council. I wish the Mayor would allow the other people who are affected in the same way that I am.

one sign up for the proponents sheet that I would read a letter into the record, directed to the Klamath Falls Department of Public Works.

Gentlemen: I would like to go on record as supporting the proposed plan to widen Shasta Way to four lanes from the Eastside Bypass to South Sixth St., including a traffic light at South Sixth St. and rechannelization of the traffic from the RR overpass to Shasta Way. Thank you. Very truly Yours, William L. Wales & Assoc. So, we'll move along. I'll call on Lee Yoder, and if I mispronounce somebody's name, I hope that you'll correct me.

Lee Yoder....Mr. Mayor, Council Members, I am Lee Yoder, I own and operate Sierra Gun Shop and I am opposed to this removal of the parking on South Sixth between Washburn Way and the viaduct, and I made a few notes here I'd like to review here. I believe the City Council should be interested in helping small business people and to some extent, at least protecting them in their investments so that the tax base of the City cannot only be maintained but increased. Now tonight we're talking about 3.3 million dollars assessed value on South Sixth between the viaduct and Washburn Way. This value does not include the personal property, all which is vitally affected by the City and Highway Department proposal. There is no question that a number of the businesses in the area between the viaduct and Washburn Way will close their doors if parking along South Sixth is removed. These businesses have no parking except on South Sixth St. In my opinion, this drastic action on the part of the City and Highway Department can wait until other related projects are finished, such as the Southside Bypass and the truck route. I would like to ask the people in the audience here who are in business on South Sixth St. and have no parking, no parking at all, except what is on South Sixth, to stand. Pete Janelli's Hotel and Restaurant Supply, Pete, how will this affect your business, if you lose your parking.

Pete Janelli.... It would put a stop to it.

Mayor.... I would like for you to give your testimony, Lee, and if these other people wish to speak of this matter, we will allow them to do so.

Yoder.... All right. This concludes what I have to say to the Council. I wish the Mayor would allow the other people who are affected in the same way that I am.

If my parking is removed from in front of my place, that's it. I'm out, and I know there's others in the same position. Thank you gentlemen for listening to my comments.

Mayor.... Thank you, and please be assured that everyone is getting an opportunity to speak that wishes to do so. I'd like to call next on Bruce Durant.

Bruce Durant.... Durant Real Estate near the E. Main intersection. I have a couple of things that bother me, one is that it appears that with the two plans that there may be a chance that you would only take parking for 500 to 700 ft. right at the intersection of Shasta Way. That seems to me to probably be logical that the State would take that now and a little bit later on feel that they need a little bit more and a little bit more and we can end up probably in a few years that we would lose all our parking and I hesitate to give any at that point. The other thing is that I really question that there is really that big of a problem with the traffic. We sit there every day looking out our window and the only time that there really is a definite problem, say from 4:00 to 4:30 or an hour and a half at the most. That's the only time there is a big problem with traffic on Sixth St. The other thing is that I see is that I can understand that we need, probably, an access to the Shasta Plaza, etc. When I go to the Shasta Plaza, I don't go Shasta Way because there is difficulty turning left there, so the logical thing to do is go right on out Sixth and there are two or three stop signs with turn lanes that you can get to either Shasta Way or the Plaza without crossing another lane of traffic without a light, so my theory would be to forget the light and move the traffic on out Sixth St. because when you put up a light you're bound to get congested. You sit there right at the signal on Sixth St. and that is where most of the cars stopping at the stop sign. I question whether there is any big safety factor there for putting up another light. I have a thousand other things to say, but I'll shut up and let some of these other people talk.

Mayor.... Thank you. Next I have Mr. Granados, is that correct?

Javie Granados....Yes, Granados Cyclery, and I have a petition here that I would like to submit. This is from businessmen on E. Main St. who are not right at this time directly affected by this, but we are concerned at what is happening on South Sixth St. I'd like to present this. There are 21 signatures on that and that involves almost every business on E. Main St. I realize that State Highway Department's main

Mayor.... Thank you, and please be assured that everyone is getting an opportunity to speak that wishes to do so. I'd like to call next on Bruce Durant.

Bruce Durant.... Durant Real Estate near the E. Main intersection. I have a couple of things that bother me, one is that it appears that with the two plans that there may be a chance that you would only take parking for 500 to 700 ft. right at the intersection of Shasta Way. That seems to me to probably be logical that the State would take that now and a little bit later on feel that they need a little bit more and a little bit more and we can end up probably in a few years that we would lose all our parking and I hesitate to give any at that point. The other thing is that I really question that there is really that big of a problem with the traffic. We sit there every day looking out our window and the only time that there really is a definite problem, say from 4:00 to 4:30 or an hour and a half at the most. That's the only time there is a big problem with traffic on Sixth St. The other thing is that I see is that I can understand that we need, probably, an access to the Shasta Plaza, etc. When I go to the Shasta Plaza, I don't go Shasta Way because there is difficulty turning left there, so the logical thing to do is go right on out Sixth and there are two or three stop signs with turn lanes that you can get to either Shasta Way or the Plaza without crossing another lane of traffic without a light, so my theory would be to forget the light and move the traffic on out Sixth St. because when you put up a light you're bound to get congested. You sit there right at the signal on Sixth St. and that is where most of the cars stopping at the stop sign. I question whether there is any big safety factor there for putting up another light. I have a thousand other things to say, but I'll shut up and let some of these other people talk.

Mayor.... Thank you. Next I have Mr. Granados, is that correct?

Javie Granados....Yes, Granados Cyclery, and I have a petition here that I would like to submit. This is from businessmen on E. Main St. who are not right at this time directly affected by this, but we are concerned at what is happening on South Sixth St. I'd like to present this. There are 21 signatures on that and that involves almost every business on E. Main St. I realize that State Highway Department's main purpose is moving traffic in the straightest line, so to speak, but in this instance I don't think enough groundwork has been done as to what's going to happen to all these businesses in that area.. If there is no parking on South Sixth St. between that area, it can also start affecting E. Main and our area in there and this is my main concern. I think more research should be done on that.

Councilman Wynne.... Cound we have Mr. Granados read the beginning of the petition so we are aware of its nature, rather than having to read it individually?

Granados.... They told me, the letter is attached to the petition.

Councilman Wynne.... Is your petition basically for or against the project?

Granados.... Against the project.

Mayor.... Thank you, Javie Granados.

Granados.... I do have a statement that we have here and I'll just read it. "We realize the primary purpose of the State Department of Transportation Highway Commission is to move people from one point to another as quickly as possible, however, we are fortunate that in the City, the City Council has the authority to protect the people who have investments, pay taxes, and are in business in the City, from Boards and Commissions who have little interest in such areas. Any removal of parking in the area between the viaduct and Washburn Way on South Sixth St. will hurt businesses and if it hurts businesses in the area, it will hurt businesses along E. Main St." This is my opinion, not directly affecting us right at this time, but it will as it spreads out. If the people find it difficult to park on South Sixth, they won't come out to shop on E. Main St. either, as a result all of us small business people will suffer. What affects this area of So. Sixth St. affects E. Main, and vice versa. There are many ways of getting to Shasta Way without turning on Shasta Way and South Sixth St., as was stated prior to me getting up here. So, we can't really feel that all this is justifiable for just saving the people a couple of minutes in getting on and off Shasta Way. I have a copy if anybody wants it.

Mayor.... Thank you. Would you send the copy up, please, so we can have it for the records. This is the one he read. Gino.

Gino Carnini.... My name is Gino Carnini, I have one of those little old used car lots out there on South Sixth St. It doesn't mean much, but I've been out there a long, long time. I've seen this problem come up so many times here in the City

Councilman Wynne.... Cound we have Mr. Granados read the beginning of the petition so we are aware of its nature, rather than having to read it individually?

Granados.... They told me, the letter is attached to the petition.

Councilman Wynne.... Is your petition basically for or against the project?

Granados.... Against the project.

Mayor.... Thank you, Javie Granados.

Granados.... I do have a statement that we have here and I'll just read it. "We realize the primary purpose of the State Department of Transportation Highway Commission is to move people from one point to another as quickly as possible, however, we are fortunate that in the City, the City Council has the authority to protect the people who have investments, pay taxes, and are in business in the City, from Boards and Commissions who have little interest in such areas. Any removal of parking in the area between the viaduct and Washburn Way on South Sixth St. will hurt businesses and if it hurts businesses in the area, it will hurt businesses along E. Main St." This is my opinion, not directly affecting us right at this time, but it will as it spreads out. If the people find it difficult to park on South Sixth, they won't come out to shop on E. Main St. either, as a result all of us small business people will suffer. What affects this area of So. Sixth St. affects E. Main, and vice versa. There are many ways of getting to Shasta Way without turning on Shasta Way and South Sixth St., as was stated prior to me getting up here. So, we can't really feel that all this is justifiable for just saving the people a couple of minutes in getting on and off Shasta Way. I have a copy if anybody wants it.

Mayor.... Thank you. Would you send the copy up, please, so we can have it for the records. This is the one he read. Gino.

Gino Carnini.... My name is Gino Carnini, I have one of those little old used car lots out there on South Sixth St. It doesn't mean much, but I've been out there a long, long time. I've seen this problem come up so many times here in the City between the viaduct and Washburn Way. It has come to a head now, so I don't know, the removal of parking on South Sixth outside the City limits is not comparable, really, to the present proposal. Everyone out there, clear up to the "Y" with maybe one or two exceptions had an opportunity to put in parking before the ban was put in. This so-called compromise of taking 500 ft. for the turn, is no compromise. It will not provide a permanent solution, and back again, in a year or two from now will go the proposal of no street parking. Let's see what we can do to provide parking for the district at our own expense. Let us solve our own problems out there. Take a look at the problem of the Southside Bypass and the truck route and get them operating. Encourage the Highway Dept. to look at us as people who want to stay in business out there, and furnish the taxes, what Klamath Falls needs. I want to say another thing, I could give you a little hindsight. Now, this hindsight doesn't mean a thing but I think I'm the only one left here in the room out of the whole bunch. I'm going back 35 years. The State came in once before and took 10 feet on one side of the street and 10 feet off the other side of the street. They told us they needed to get into town, they needed to get traffic out of town. So, out of the goodness of the hearts of a lot of businessmen. We didn't have sidewalks, we didn't have really a good main street out there, they came by and asked us if they donated land or if they could buy it for practically nothing. I know of quite a few cases where as high as 2000 sq. ft. of land was given for $1.00 which the State had to give us to buy it for $1.00. Some of the buildings that were right on the street, either had to be cut off or moved back. The State paid for this, but by the same token, at that particular time, we wanted parking provided and the State said they couldn't do it, that it wasn't in the budget, they couldn't afford it. So, in order to get the project through, a lot of the fellows, the old timers are gone, they were there. They thought the four lane would really be an asset to South Sixth St. so they went ahead and gave in and gave them the land for $1.00. In a lot of cases, some cases, the land was paid for. I know of a lot of cases where the land was given for $1.00. Now, I don't know why these same people, or the people who own the same property over the years have to go through this again and take our land values away. They did it once and are doing it again. Now, we're not talking about any other area. We're talking about between the viaduct and Washburn Way. That's where it all happened before and it's happening one or two exceptions had an opportunity to put in parking before the ban was put in. This so-called compromise of taking 500 ft. for the turn, is no compromise. It will not provide a permanent solution, and back again, in a year or two from now will go the proposal of no street parking. Let's see what we can do to provide parking for the district at our own expense. Let us solve our own problems out there. Take a look at the problem of the Southside Bypass and the truck route and get them operating. Encourage the Highway Dept. to look at us as people who want to stay in business out there, and furnish the taxes, what Klamath Falls needs. I want to say another thing, I could give you a little hindsight. Now, this hindsight doesn't mean a thing but I think I'm the only one left here in the room out of the whole bunch. I'm going back 35 years. The State came in once before and took 10 feet on one side of the street and 10 feet off the other side of the street. They told us they needed to get into town, they needed to get traffic out of town. So, out of the goodness of the hearts of a lot of businessmen. We didn't have sidewalks, we didn't have really a good main street out there, they came by and asked us if they donated land or if they could buy it for practically nothing. I know of quite a few cases where as high as 2000 sq. ft. of land was given for $1.00 which the State had to give us to buy it for $1.00. Some of the buildings that were right on the street, either had to be cut off or moved back. The State paid for this, but by the same token, at that particular time, we wanted parking provided and the State said they couldn't do it, that it wasn't in the budget, they couldn't afford it. So, in order to get the project through, a lot of the fellows, the old timers are gone, they were there. They thought the four lane would really be an asset to South Sixth St. so they went ahead and gave in and gave them the land for $1.00. In a lot of cases, some cases, the land was paid for. I know of a lot of cases where the land was given for $1.00. Now, I don't know why these same people, or the people who own the same property over the years have to go through this again and take our land values away. They did it once and are doing it again. Now, we're not talking about any other area. We're talking about between the viaduct and Washburn Way. That's where it all happened before and it's happening again. That's all I have to say. (Applause)

Mayor.... If we can keep the manifestations of delight down, we'll expedite this meeting.

John Withey.... John Withey, T.V. City. Most of the points I was going to make have already been made except for - there is one question on safety. Now last 4 years we have had two cars crashed into the front of the building, taking out plate glass windows, the whole works. Now the State says this is going to make South Sixth St. safer, which I find difficult to believe because they are moving traffic closer to the front of the buildings and sidewalks. Right now it's a problem and it's going to be a worse problem. Now another point is, during the wintertime, the traffic going on the outside by cars that park there, is getting snow, slush, rock, whatever have you, and sand when they sand the street. It's hitting it with such force that it's throwing it up on windows over six feet high which is catching people on the sidewalks, making our windows so you can't see out of them. Swells the door up so you can't get out the door. This is safety, you know, I can't believe it. Now in that context, I wonder if the State would care to answer, or anybody from the State. And the other thing is, if nobody wants to respond to it, the City of Klamath Falls is having an ever-present problem with lost business from the downtown area to the suburbs because of the parking problems. Even though they have parking downtown, meters, but they do have parking. How does the State expect us to carry on business and then pay taxes with no parking. That's all I have to say.

Mayor.... Now, did someone from the State want to respond to that particular item now or later?

Robert Sandmann.... No, we don't want to respond to that. (laughter, from audience)

Mayor.... They're a delightful group! Mr. Knudsen:

Larry Knudsen.... My name is Larry Knudsen. I own Factory Warehouse, and basically most of the things have already been brought that I have been concerned about. One is very definitely the safety factor. I question whether anyone's going to come into my business when the traffic two feet away is going 35 MPH. Quite frankly, if you take the parking away we are out of the business, it affects my family, it affects several of my employees. Not that we're not a big outfit, but you know, we try to do business like everybody else does. We affect various news media and advertising. About the biggest thing I can ask you is consider very deeply what

years we have had two cars crashed into the front of the building, taking out plate glass windows, the whole works. Now the State says this is going to make South Sixth St. safer, which I find difficult to believe because they are moving traffic closer to the front of the buildings and sidewalks. Right now it's a problem and it's going to be a worse problem. Now another point is, during the wintertime, the traffic going on the outside by cars that park there, is getting snow, slush, rock, whatever have you, and sand when they sand the street. It's hitting it with such force that it's throwing it up on windows over six feet high which is catching people on the sidewalks, making our windows so you can't see out of them. Swells the door up so you can't get out the door. This is safety, you know, I can't believe it. Now in that context, I wonder if the State would care to answer, or anybody from the State. And the other thing is, if nobody wants to respond to it, the City of Klamath Falls is having an ever-present problem with lost business from the downtown area to the suburbs because of the parking problems. Even though they have parking downtown, meters, but they do have parking. How does the State expect us to carry on business and then pay taxes with no parking. That's all . I have to say.

Mayor.... Now, did someone from the State want to respond to that particular item now or later?

Robert Sandmann.... No, we don't want to respond to that. (laughter, from audience)

Mayor.... They're a delightful group! Mr. Knudsen:

Larry Knudsen.... My name is Larry Knudsen. I own Factory Warehouse, and basically most of the things have already been brought that I have been concerned about. One is very definitely the safety factor. I question whether anyone's going to come into my business when the traffic two feet away is going 35 MPH. Quite frankly, if you take the parking away we are out of the business, it affects my family, it affects several of my employees. Not that we're not a big outfit, but you know, we try to do business like everybody else does. We affect various news media and advertising. About the biggest thing I can ask you is consider very deeply what

you're doing, it affects my family very much. That's all I can really tell you, it really does. I hope you'll think about it. A question I do have for the State is, I notice they did take their movies up and down the street at 12:00 o'clock noon. In most cities 12 o'clock noon is considered certainly a main traffic time and I couldn't help but notice that at 5 or 6 o'clock there were only 3 or 4 cars, and I really don't feel that it really constitutes that big of a safety factor right now. I notice another thing, they didn't bother to take movies of the traffic lights. Because, that's when we notice the accidents on the traffic signal, other people just plow into the back of you with the lights there. I'm not really sure a light is the answer to the problems there. There is other ways of doing it, you know if people had told me they were talking about another bypass, I would seriously consider the fact what's going to happen. They're talking about 10 years from now the traffic count is going to be way up. It's my understanding that the bypass is going to be here before that 10 year period of time, consequently, I'm sure they will be reducing some of the traffic along South Sixth St. In all honesty that's what's going to happen to Factory Warehouse, we're going to be out of business, no doubt about it.

Mayor....Thank you. - Jim Adair.

Jim Adair....Jim Adair, Adair Furniture, 2400 South Sixth St. Gentlemen, we don't want to appear as if we're against everything. Most of us in business on South Sixth St. when this came up at the beginning of this year, met to consider other alternatives so we could plan for the future. Although we do not see the Shasta Way intersection as big as the magnitude of the Highway Department, we have already contacted the City with the possibility of exploring the idea of a parking district. We hope the Highway Department finds some incentive to help us. Incidentally, the City has offered their help. It seems to me the matter of alternate parking should be considered before the Highway Department does away with all the street parking as it intends to do now. Again, why the immediate problem. The viaduct is going to be opened or is going to be one lane for an extended period of time. If we're getting by nicely and the alternate routes are well provided to take care of matters for getting on Shasta Way. The shopping center still has lots of

us see what the situation is when

In most cities 12 o'clock noon is considered certainly a main traffic time and I couldn't help but notice that at 5 or 6 o'clock there were only 3 or 4 cars, and I really don't feel that it really constitutes that big of a safety factor right now. I notice another thing, they didn't bother to take movies of the traffic lights. Because, that's when we notice the accidents on the traffic signal, other people just plow into the back of you with the lights there. I'm not really sure a light is the answer to the problems there. There is other ways of doing it, you know if people had told me they were talking about another bypass, I would seriously consider the fact what's going to happen. They're talking about 10 years from now the traffic count is going to be way up. It's my understanding that the bypass is going to be here before that 10 year period of time, consequently, I'm sure they will be reducing some of the traffic along South Sixth St. In all honesty that's what's going to happen to Factory Warehouse, we're going to be out of business, no doubt about it.

Mayor....Thank you. - Jim Adair.

Jim Adair....Jim Adair, Adair Furniture, 2400 South Sixth St. Gentlemen, we don't want to appear as if we're against everything. Most of us in business on South Sixth St. when this came up at the beginning of this year, met to consider other alternatives so we could plan for the future. Although we do not see the Shasta Way intersection as big as the magnitude of the Highway Department, we have already contacted the City with the possibility of exploring the idea of a parking district. We hope the Highway Department finds some incentive to help us. Incidentally, the City has offered their help. It seems to me the matter of alternate parking should be considered before the Highway Department does away with all the street parking as it intends to do now. Again, why the immediate problem. The viaduct is going to be opened or is going to be one lane for an extended period of time. If we're getting by nicely and the alternate routes are well provided to take care of matters for getting on Shasta Way. The shopping center still has lots of access roads and is not suffering at all. Let us see what the situation is when Southside Bypass is ready and our new truck route is completed. I can think of many more urgent problems that need solving before we enter a planned program to put the independent merchants out of business. Another fact, believe me, traffic within a few feet from the sidewalk, the slush would be strong enough it would knock people off their feet. I wonder who will be willing to pick up the lawsuits when somebody is knocked off their feet and has a broken leg or possible killed by flying ice.

Mayor....Thank you. Melvin Carlson.

Melvin Carlson.... Melvin Carlson, Carlson Furniture. We were with Gino when the 4 lane highway was built. We are against stopping the parking on South Sixth St. I think all the points have been made. There is one thing that hasn't been. I think the biggest traffic congestion on South Sixth St. is not at Shasta Way and South Sixth. The biggest congestion is at Washburn Way and South Sixth. I have actually seen cars sitting waiting backed up from Washburn Way to Shasta Way. They want to improve the traffic along South Sixth St. They would improve that intersection and it would take care of a big problem. Thank you.

Mayor....Thank you. That's all that I have on my list. Is there anybody else who wishes to speak that has something new to offer?

Walt Badorek.... Sixth St. Steel Company. I wonder if it would be permissible to ask Mr. Lindstrom some questions here?

Mayor....Direct them through the chair, yes.

Badorek.... Well really I don't think all the problems here tonight have been discussed really. One thing I'd like to know is I think everybody in this room is impressed by the presentation the State Highway Commission has made, but I'd like to know how many hours they spent on their presentation before they got here, I assume a long time.

Mayor....What's the relevant point?

Badorek.... They prepared a very impressive presentation and have been working on this probably since 1973. I'd like to also find out if they went to these different individuals. I've been on Sixth St. for a long time. Did they go see individuals whose business is going to be either ruined or closed because of no parking. Have they gone to those indiyiduals and asked them any way they could help them to

that is going to be presented if they do eliminate the somebody is knocked off their feet and has a broken leg or possible killed by flying ice.

Mayor....Thank you. Melvin Carlson.

Melvin Carlson.... Melvin Carlson, Carlson Furniture. We were with Gino when the 4 lane highway was built. We are against stopping the parking on South Sixth St. I think all the points have been made. There is one thing that hasn't been. I think the biggest traffic congestion on South Sixth St. is not at Shasta Way and South Sixth. The biggest congestion is at Washburn Way and South Sixth. I have actually seen cars sitting waiting backed up from Washburn Way to Shasta Way. They want to improve the traffic along South Sixth St. They would improve that intersection and it would take care of a big problem. Thank you.

Mayor....Thank you. That's all that I have on my list. Is there anybody else who wishes to speak that has something new to offer?

Walt Badorek.... Sixth St. Steel Company. I wonder if it would be permissible to ask Mr. Lindstrom some questions here?

Mayor....Direct them through the chair, yes.

Badorek.... Well really I don't think all the problems here tonight have been discussed really. One thing I'd like to know is I think everybody in this room is impressed by the presentation the State Highway Commission has made, but I'd like to know how many hours they spent on their presentation before they got here, I assume a long time.

Mayor....What's the relevant point?

Badorek.... They prepared a very impressive presentation and have been working on this probably since 1973. I'd like to also find out if they went to these different individuals. I've been on Sixth St. for a long time. Did they go see individuals whose business is going to be either ruined or closed because of no parking. Have they gone to those individuals and asked them any way they could help them to eliminate the problem that is going to be presented if they do eliminate the parking on Sixth. What work has been done as far as the State is concerned.

Mayor....I can't answer for the State. Would you like to respond to that?

Sandmann.... Yes, I'd like to answer that. That's the reason for the meeting tonight. The main reason for the meeting tonight is to get public input. We went through and got the basic information that's needed and worked up these maps, granted, we spent some time on it. We had to get the information, and what we're getting now is from the locals involved with the situation.

Badorek....Let's assume that you have this hearing tonight and let's just assume that whenever the Council has a vote that they vote to eliminate the parking on South Sixth. How long would it be before that parking was completely eliminated?

Sandmann... It's part of the Shasta Way project, and it would be done in conjunction with that project. We estimate a possible letting sometime late this year and it would probably be a year's time before the whole project is completed.

Badorek....Do you think that gives these people enough time to get off-street parking?

Sandmann... This depends on the merchants and the people involved.

Badorek.... The point I'm making here is the fact that I feel the basic problem is that everyone realizes that parking on Sixth St. is in jeopardy, but let's go to a few instances. I've lived here, I can say all my life, just go to Carlson Furniture, for instance. Now there is an alley behind Carlson Furniture that maybe could become condemned. If anyone went to see them to see if we could get that alley condemned, maybe so we could get some parking from Carlson Furniture there instead of wiping the parking out. This is the type thing I think has to be done before we eliminate the parking. Now Mr. Yoder there runs the Gun Shop. I stopped at his place. If by fall we eliminate his parking, has the State done anything to help him get some additional parking or help him get anything zoned he can buy?

Sandmann.... Curbside parking is not written in as a right by law. I think everybody recognizes that. As long as that street is not needed for other use, generally your City streets allow enough for curbside parking. Eventually, though, such as in the situation along South Sixth, you have such a volume of traffic that in order to compromise or try to improve the flow of traffic through the area and minimize and got the basic information that's needed and worked up these maps, granted, we spent some time on it. We had to get the information, and what we're getting now is from the locals involved with the situation.

Badorek....Let's assume that you have this hearing tonight and let's just assume that whenever the Council has a vote that they vote to eliminate the parking on South Sixth. How long would it be before that parking was completely eliminated?

Sandmann... It's part of the Shasta Way project, and it would be done in conjunction with that project. We estimate a possible letting sometime late this year and it would probably be a year's time before the whole project is completed.

Badorek....Do you think that gives these people enough time to get off-street parking?

Sandmann... This depends on the merchants and the people involved.

Badorek.... The point I'm making here is the fact that I feel the basic problem is that everyone realizes that parking on Sixth St. is in jeopardy, but let's go to a few instances. I've lived here, I can say all my life, just go to Carlson Furniture, for instance. Now there is an alley behind Carlson Furniture that maybe could become condemned. If anyone went to see them to see if we could get that alley condemned, maybe so we could get some parking from Carlson Furniture there instead of wiping the parking out. This is the type thing I think has to be done before we eliminate the parking. Now Mr. Yoder there runs the Gun Shop. I stopped at his place. If by fall we eliminate his parking, has the State done anything to help him get some additional parking or help him get anything zoned he can buy?

Sandmann.... Curbside parking is not written in as a right by law. I think everybody recognizes that. As long as that street is not needed for other use, generally your City streets allow enough for curbside parking. Eventually, though, such as in the situation along South Sixth, you have such a volume of traffic that in order to compromise or try to improve the flow of traffic through the area and minimize the conflicts something has to give. This is the result of that. We recommend

that the parking be removed along South Sixth to help improve the flow of traffic and safety to everyone who uses it, as well as minimizing the conflicts you run into all the time.

Badorek.... You're talking about eliminating parking so that you can have safer traffic down through South Sixth.

Sandmann.... This is to get the conflict of the left turn vehicles out of the thoroughfares.

Badorek.... Am I correct?

Mayor.... Walt, could you keep this out of the context of a debate?

Badorek.... What I'm saying, Mayor, is the fact that the State did all these studies, which is real fine, then they come along and have a meeting and ask the people who use this property for 35 years, in 3 or 4 months they want to dispense with this parking. They're trying to protect the motorist, but they really, as far as I'm concerned, haven't made an effort to protect the citizen and taxpayer and employer. Now this is the point that I want to make, I think the solution to the problem is to give these people on South Sixth Street a moratorium and let the City and State work together to get parking. On the other side of the street, over there by the Trophy Shop, just this side there's a building there and there used to be a business there, but when they put the yellow line there it took their parking away and at the present time that building is vacant. Now, they didn't mention that. What I'm saying is I think we ought to all work together and give these people on South Sixth a [illegible] chance to operate their businesses, then we can take care of our traffic problems. Thank you.

Mayor....Thank you. Someone else had their hand, Yes.

Jean Hollinger... I am an employee of Merit's Appliance. We are not directly on South Sixth but we are pulling for South Sixth, and I do feel that the left turn lane should be extended down to Owens because they use Owens as a through street to East Main for turn around and there have been many, many tail-end accidents there. I come down there myself.

into all the time.

Badorek.... You're talking about eliminating parking so that you can have safer traffic down through South Sixth.

Sandmann.... This is to get the conflict of the left turn vehicles out of the thoroughfares.

Badorek.... Am I correct?

Mayor.... Walt, could you keep this out of the context of a debate?

Badorek.... What I'm saying, Mayor, is the fact that the State did all these studies, which is real fine, then they come along and have a meeting and ask the people who use this property for 35 years, in 3 or 4 months they want to dispense with this parking. They're trying to protect the motorist, but they really, as far as I'm concerned, haven't made an effort to protect the citizen and taxpayer and employer. Now this is the point that I want to make, I think the solution to the problem is to give these people on South Sixth Street a moratorium and let the City and State work together to get parking. On the other side of the street, over there by the Trophy Shop, just this side there's a building there and there used to be a business there, but when they put the yellow line there it took their parking away and at the present time that building is vacant. Now, they didn't mention that. What I'm saying is I think we ought to all work together and give these people on South Sixth a chance to operate their businesses, then we can take care of our traffic problems. Thank you.

Mayor....Thank you. Someone else had their hand, Yes.

Jean Hollinger... I am an employee of Merit's Appliance. We are not directly on South Sixth but we are pulling for South Sixth, and I do feel that the left turn lane should be extended down to Owens because they use Owens as a through street to East Main for turn around and there have been many, many tail-end accidents there. I come down there myself.

Mayor....Thank you. Is there someone else?

Durant.... May I give one final comment? I am sure it has occurred to Council that the big traffic rush is after the downtown and Weyerhaeuser gets off work. What you're talking about doing is eliminating the parking for City people for suburban people to get home. I just wonder if that sounds legitimate.

Knudson.... One thing more I'd like to say. I've never been to a meeting like this before, so you'll have to excuse me, but the thing that impressed me more is the State basically is telling us how to run our City, and I don't mean that facetiously. What I'm trying to say is they won't give us the money if we don't do it this way, and personally, I think this is wrong for the government to do. Why can't we go through our Council and try to do something a better way and there are other alternatives to this, before you turn around and say you're going to take all that money away from us.

Withey.... T.V. City. Nobody has brought up the point that a no left turn sign could be hung right on South Sixth St. as you go out to the South Suburbs. It could completely eliminate this problem. Has anybody given any thoughts to this? It's just an idea, but it would eliminate all these problems right in our area and make the traffic on down where the signals are where people can cross over and go right on out Shasta Way. Thank You.

Mayor....Thank You.

Councilman Douglas.... Mr. Mayor, I'd like to direct a question to the fellow with the red shirt on. I have to take exception to the statement he made about wasting the taxpayers' money. It is my decision, and my opinion only that you haven't exhausted all sources of your expertise. If you have, I think an outside firm should be called in. For the simple reason that you have taken the"Seigfreid Line" cement out there in the center, and take your traffic down to Washburn Way and do what you want with it there and let the traffic come off of Shasta Way come out there, and leave the parking on there. I don't think you have exhausted and used all your initiative yet and all your know-how, and if you have it's too bad, but you're wasting the taxpayers' money, we're wasting the taxpayers' money, and I'm part of it.

you're talking about doing is eliminating the parking for City people for suburban people to get home. I just wonder if that sounds legitimate.

Knudson.... One thing more I'd like to say. I've never been to a meeting like this before, so you'll have to excuse me, but the thing that impressed me more is the State basically is telling us how to run our City, and I don't mean that facetiously. What I'm trying to say is they won't give us the money if we don't do it this way, and personally, I think this is wrong for the government to do. Why can't we go through our Council and try to do something a better way and there are other alternatives to this, before you turn around and say you're going to take all that money away from us.

Withey.... T.V. City. Nobody has brought up the point that a no left turn sign could be hung right on South Sixth St. as you go out to the South Suburbs. It could completely eliminate this problem. Has anybody given any thoughts to this? It's just an idea, but it would eliminate all these problems right in our area and make the traffic on down where the signals are where people can cross over and go right on out Shasta Way. Thank You.

Mayor....Thank You.

Councilman Douglas.... Mr. Mayor, I'd like to direct a question to the fellow with the red shirt on. I have to take exception to the statement he made about wasting the taxpayers' money. It is my decision, and my opinion only that you haven't exhausted all sources of your expertise. If you have, I think an outside firm should be called in. For the simple reason that you have taken the"Seigfreid Line" cement out there in the center, and take your traffic down to Washburn Way and do what you want with it there and let the traffic come off of Shasta Way come out there, and leave the parking on there. I don't think you have exhausted and used all your initiative yet and all your know-how, and if you have it's too bad, but you're wasting the taxpayers' money, we're wasting the taxpayers' money, and I'm part of it.

Badorek.... Just one more thing, I think there's a misconception in the room. The State says they wouldn't give us the money, but I think everybody realizes that we gave it to them first and all they're going to do is give it back.

Mayor....Well, we're getting a lot of points in here besides traffic flow. Is there anyone else that wishes to speak on the particular project that's before us tonight?

Withey.... Mayor, I'd like to say one more thing on traffic flow. Every since they cut off two lanes over the viaduct, I think everybody here has noticed that traffic has been much lighter on South Sixth. Considerably. The question is where does the traffic go? It's just a point to ponder, but this has been a reality every since they cut off the viaduct and that's a fact.

Mayor.... Is there anyone else who wishes to speak?

C.M. Gilmore.... I am C. M. Gilmore. I own the property south of South Sixth St. occupied by Walt's Boats & Motors. At the most, if he parks volkswagens, he can get three in the front of his building. Two, if he gets a normal car. I feel that this no parking on South Sixth St. is going to reduce my investment substantially. I feel that the parking there is quite vital for the tennant of my building. I come up here in town and drive from Seventh St. I have to come clear down to Fifth, I cannot go down Sixth like I used to. Why can't they go down South Sixth to Washburn Way and then go over to Shasta Way. They don't have to turn right there at Shasta Way and South Sixth. If you can go a couple blocks in order to get to the one block you want to go to up here in town, they can go the two blocks down there. But, let's let the businesses survive. Fortunately, when I built my building, I was told I had to have 14 parking spaces, which I provided. I couldn't build a building the size I wanted to but I had to allow for 14 parking spaces in the back. Well, people won't use them. If they can't park right in front, they won't stop. I implore you to turn this matter down.

Mayor....Anyone else who wishes to speak, Yes --

Fred Tucker.... Every day when I eat at home I'm looking at the Shasta Way interchange. I remember when Safeway was operating there and I remember the variety store was operating there. I remember when that damn carnival was there. We in 1000% better shape than we were at that time. When we first moved out anyone else that wishes to speak on the particular project that's before us tonight?

Withey.... Mayor, I'd like to say one more thing on traffic flow. Every since they cut off two lanes over the viaduct, I think everybody here has noticed that traffic has been much lighter on South Sixth. Considerably. The question is where does the traffic go? It's just a point to ponder, but this has been a reality every since they cut off the viaduct and that's a fact.

Mayor.... Is there anyone else who wishes to speak?

C.M. Gilmore.... I am C. M. Gilmore. I own the property south of South Sixth St. occupied by Walt's Boats & Motors. At the most, if he parks volkswagens, he can get three in the front of his building. Two, if he gets a normal car. I feel that this no parking on South Sixth St. is going to reduce my investment substantially. I feel that the parking there is quite vital for the tennant of my building. I come up here in town and drive from Seventh St. I have to come clear down to Fifth, I cannot go down Sixth like I used to. Why can't they go down South Sixth to Washburn Way and then go over to Shasta Way. They don't have to turn right there at Shasta Way and South Sixth. If you can go a couple blocks in order to get to the one block you want to go to up here in town, they can go the two blocks down there. But, let's let the businesses survive. Fortunately, when I built my building, I was told I had to have 14 parking spaces, which I provided. I couldn't build a building the size I wanted to but I had to allow for 14 parking spaces in the back. Well, people won't use them. If they can't park right in front, they won't stop. I implore you to turn this matter down.

Mayor....Anyone else who wishes to speak, Yes --

Fred Tucker.... Every day when I eat at home I'm looking at the Shasta Way interchange. I remember when Safeway was operating there and I remember the variety store was operating there. I remember when that damn carnival was there. We are in 1000% better shape than we were at that time. When we first moved out there some 15 years ago, 17 years ago, I would hazard a guess that we had a wreck a week;

a rear-ender at that intersection. I don't see any more of that. It's a safe intersection. People don't stop there to turn left and hang up traffic, they go on down to the light. Any problem is exaggerated by these engineers. Larry Lindstrom is the salesman for the City to sell this project, God help the City. Without debating, I doubt your statement of safety, slush and water comes out some six feet from our curb. Traffic within 2 feet of us. Lord help us, we'll have to nail up the front doors, pedestrians can't use the sidewalk. There is nothing like the casual discard of an empty bottle. People don't think much about that. The casual discard of a bottle will hit about one foot in front of a building and shatters glass right in the building. Traffic so close to the curb --- We get these counts thrown at us by the Engineers. I won't say they're not true. I doubt if 1200 per day turn at Shasta Way. I doubt that. We have figures thrown at us about the count that goes up and down the street. The last there was a good count made, the count by my building was 23,500 cars a day. Since then I heard estimates of 27,000. You can't help but note with 2 lane traffic on the overpass the street is still handling the traffic. I have always admired the beautiful pictures. I have a son who is an engineer who draws pictures. Once they're drawn, the engineers become committed to them. They are almost adamant about changing any part of it. The most important part of all is missing. The human lives, the jobs, the businesses that go along side. I heard no comment here from the engineers about possible tax loss, possible job loss. No one has ever came into my office and talked to me, nor any of my neighbors. We have had to seek out the thoughts of people over the years. Sat in a meeting with some engineers, we thought we had some fair suggestions. Ice water can't---------I lost my temper. I heard no suggestion for these people. These are the people that are supposed to have the expertise. But to date I have heard no suggestions. Their eyes are focused on South Sixth St. to carry that traffic forever. In the event that they cannot focus their eyes on other directions, we will have to 6 lane that street, we will have to 8 lane it, we will have to 12 lane it. The answer has to lie in alternate routes. I was presented this map. The people who drew that are proud of it; committed to it, I guess. They drew some things along side of there that they wanted, that this would take traffic going straight east out to Hilyard, and at the present time I showed this thing to engineers. At the

the salesman for the City to sell this project, God help the City. Without debating, I doubt your statement of safety, slush and water comes out some six feet from our curb. Traffic within 2 feet of us. Lord help us, we'll have to nail up the front doors, pedestrians can't use the sidewalk. There is nothing like the casual discard of an empty bottle. People don't think much about that. The casual discard of a bottle will hit about one foot in front of a building and shatters glass right in the building. Traffic so close to the curb --- We get these counts thrown at us by the Engineers. I won't say they're not true. I doubt if 1200 per day turn at Shasta Way. I doubt that. We have figures thrown at us about the count that goes up and down the street. The last there was a good count made, the count by my building was 23,500 cars a day. Since then I heard estimates of 27,000. You can't help but note with 2 lane traffic on the overpass the street is still handling the traffic. I have always admired the beautiful pictures. I have a son who is an engineer who draws pictures. Once they're drawn, the engineers become committed to them. They are almost adamant about changing any part of it. The most important part of all is missing. The human lives, the jobs, the businesses that go along side. I heard no comment here from the engineers about possible tax loss, possible job loss. No one has ever came into my office and talked to me, nor any of my neighbors. We have had to seek out the thoughts of people over the years. Sat in a meeting with some engineers, we thought we had some fair suggestions. Ice water can't---------I lost my temper. I heard no suggestion for these people. These are the people that are supposed to have the expertise. But to date I have heard no suggestions. Their eyes are focused on South Sixth St. to carry that traffic forever. In the event that they cannot focus their eyes on other directions, we will have to 6 lane that street, we will have to 8 lane it, we will have to 12 lane it. The answer has to lie in alternate routes. I was presented this map. The people who drew that are proud of it; committed to it, I guess. They drew some things along side of there that they wanted, that this would take traffic going straight east out to Hilyard, and at the present time I showed this thing to engineers. At the present time the Maywood Industries are sitting right square in the middle of a of a street in this map, but it improves it. You move south of Maywood and get a straight shot to Hilyard. Siphon all that traffic off of what these engineers are saying is a problem area. Of course people who live south of South Sixth St. towards the airport, they would gladly grab onto something like that. Be sure to route all over Southside Bypass --- so called problem. They say it's a problem, I say it's not. Truck route down... Could solve the problem overnight, very inexpensively. It's only today that holding the land hoping something would be done with it and I don't intend to hang onto it forever. I think about zoning. We've had that a long time in City planning. It's been mandated by the State and now the State basis of zoning is for the health, safety, and general welfare of the people. If I applied to develop my land in such a manner as to terminate other people's business as this project will do, I would be laughed out of this room. The State of Oregon is no different from me or these individuals here. They should not be allowed to do something the individual cannot do. Sure, they own the land, but what they're doing is going to affect a lot of people. Our unlimited property rights begin to disappear, and it dawns on us that our neighbors have some rights too. I contend that the State Highway Commission, their rights end where our rights begin. The State Highway Commission is not so far away in its being up in Salem or some place. These people are salaried people of the State of Oregon, people in this room are helping pay their salaries. We feel real good cause we're for it. I would be overjoyed to hear them suggest somebody would take all their problems. I think there has to be an alternate. Bless everyone here.

Mary Nelson.... I also have been here a long time along with Gino. I heard you talk, Gino, and those things are certainly true. I remember when we had to move our building back in order to make room for traffic and so I know that will do a lot of damage to my building, also, if they don't, if they stop the traffic. I'm saying it wrong. The parking, I mean. I'm getting everything backwards. But if they do that, I know it will do a lot of damage and I don't think my building will be worth very much because, well, they'll have to come to it through the alley and I don't think that will bring very many customers to whoever I have my building rented to, and I've had that building for quite some time. It was one of the first ones anyway. It used to be Nelson's Battery and Welding Shop. That's all.

to route all over Southside Bypass --- so called problem. They say it's a problem, I say it's not. Truck route down... Could solve the problem overnight, very inexpensively. It's only today that holding the land hoping something would be done with it and I don't intend to hang onto it forever. I think about zoning. We've had that a long time in City planning. It's been mandated by the State and now the State basis of zoning is for the health, safety, and general welfare of the people. If I applied to develop my land in such a manner as to terminate other people's business as this project will do, I would be laughed out of this room. The State of Oregon is no different from me or these individuals here. They should not be allowed to do something the individual cannot do. Sure, they own the land, but what they're doing is going to affect a lot of people. Our unlimited property rights begin to disappear, and it dawns on us that our neighbors have some rights too. I contend that the State Highway Commission, their rights end where our rights begin. The State Highway Commission is not so far away in its being up in Salem or some place. These people are salaried people of the State of Oregon, people in this room are helping pay their salaries. We feel real good cause we're for it. I would be overjoyed to hear them suggest somebody would take all their problems. I think there has to be an alternate. Bless everyone here.

Mary Nelson.... I also have been here a long time along with Gino. I heard you talk, Gino, and those things are certainly true. I remember when we had to move our building back in order to make room for traffic and so I know that will do a lot of damage to my building, also, if they don't, if they stop the traffic. I'm saying it wrong. The parking, I mean. I'm getting everything backwards. But if they do that, I know it will do a lot of damage and I don't think my building will be worth very much because, well, they'll have to come to it through the alley and I don't think that will bring very many customers to whoever I have my building rented to, and I've had that building for quite some time. It was one of the first ones anyway. It used to be Nelson's Battery and Welding Shop. That's all.

Mayor....Thank You.

Councilman Phelps.... I'd like to respond to Fred just a moment. Fred, you made some remarks about Larry Lindstrom as a salesman. He's an engineer, and to my knowledge he isn't selling us anything. He is presenting us facts to a problem. From these facts we will make a decision. I'm sticking up for Larry in this case because he isn't trying to sell it or jam it down our throats.

Tucker....And I like him. He ran out of steam when he went out to take the pictures.

Councilman Phelps.... O.K. Fred, I can't win.

Fred Smith....Mayor, I didn't get a chance to sign your sheet because I couldn't get in the door. At the risk of sounding like a voice in the wilderness, which I am sure I'm sounding that way. Three years ago when the County Roads Advisory Committee met, I was asked to attend that meeting and at that time it was considered critical that Shasta Way be widened. I personally feel it is still critical that Shasta Way be widened. I pull out of Austin and Avalon on many an evening and have to turn around and try to get back to the parking lot in order to get back over Sixth St. because Shasta Way was filled, and when I get to Sixth St., Sixth St. is filled. I think if we don't look 10 years in the future, (I probably won't be here, I'm sure I'll be in some other City) we could look out 10 years in the future, you going to find that you're not going to be able to get down Sixth Street or Shasta Way. Whether you like it or not, there's an awful lot of cars and an awful lot of traffic. The County Roads Advisory Committee at that time gave Shasta Way widening number one priority and that was in 1973. I attended that meeting and I think it is as critical or more critical today than its ever been, that Shasta Way be widened to match up all the way from South Sixth St. to the other end of Shasta Way. Whether that's part of this program or not, I don't know, but I think the Shasta Way project is very important and I'd hate to see it go because we can't reach agreement on another point the State has brought up about signals. Thank You.

Mary Card.... My name is Mary Card and I am part-time employee of Adair. I'd like to say I don't think anybody here that is opposed to this is trying to make a mockery of the City Council or any of the State Engineers. I think what they're trying to bring across to the Councilmen is that the way they are trying to do it isn't the best way and you're going to put these people out of business that have families to support. There's probably a problem because there are a lot of restaurants on Sixth St., but the problems aren't so great that you can't wait for awhile until he isn't trying to sell it or jam it down our throats.

Tucker....And I like him. He ran out of steam when he went out to take the pictures.

Councilman Phelps.... O.K. Fred, I can't win.

Fred Smith....Mayor, I didn't get a chance to sign your sheet because I couldn't get in the door. At the risk of sounding like a voice in the wilderness, which I am sure I'm sounding that way. Three years ago when the County Roads Advisory Committee met, I was asked to attend that meeting and at that time it was considered critical that Shasta Way be widened. I personally feel it is still critical that Shasta Way be widened. I pull out of Austin and Avalon on many an evening and have to turn around and try to get back to the parking lot in order to get back over Sixth St. because Shasta Way was filled, and when I get to Sixth St., Sixth St. is filled. I think if we don't look 10 years in the future, (I probably won't be here, I'm sure I'll be in some other City) we could look out 10 years in the future, you going to find that you're not going to be able to get down Sixth Street or Shasta Way. Whether you like it or not, there's an awful lot of cars and an awful lot of traffic. The County Roads Advisory Committee at that time gave Shasta Way widening number one priority and that was in 1973. I attended that meeting and I think it is as critical or more critical today than its ever been, that Shasta Way be widened to match up all the way from South Sixth St. to the other end of Shasta Way. Whether that's part of this program or not, I don't know, but I think the Shasta Way project is very important and I'd hate to see it go because we can't reach agreement on another point the State has brought up about signals. Thank You.

Mary Card.... My name is Mary Card and I am part-time employee of Adair. I'd like to say I don't think anybody here that is opposed to this is trying to make a mockery of the City Council or any of the State Engineers. I think what they're trying to bring across to the Councilmen is that the way they are trying to do it isn't the best way and you're going to put these people out of business that have families to support. There's probably a problem because there are a lot of restaurants on Sixth St., but the problems aren't so great that you can't wait for awhile until there is a better way to do it without putting these people out of business.

Mayor.... Gino.

Carnini....George, I don't think you told us who this gentlemen was here, and who he represents.

Mayor....I'm sorry, give your name, Fred.

Carnini.... What business are you from, sir?

Smith.... I'm from the Shasta Plaza, J.C. Penney Co.

Mayor.... Anyone else who has anything they would like to offer?

Granados.... This is on Shasta Way, now. I notice that they proposed to extend the bikepath, bikeway all the way up. I certainly hope it is not done like the first part was, because that was a waste of money. No cyclists use that, to my knowledge. I think we would be far better off, instead of giving the people a 7 ft. sidewalk to just widen the street cause that's where the cyclists use. I haven't seen cyclist one use that Shasta Way Bikeway.

Mayor.... Is that portion in the County ?

Granados.... Yes, no one was consulted. The parks and recreation, anyone involved in cycling, no one was consulted, they just went ahead and constructed that. Now if they were going to do something similar to that, an extension I think it is just a waste of money to include a bikeway along that way.

Mayor.... Thank You. If there's nobody else who wishes to speak, I'll declare the hearing closed. Do any of the members of the Council have any questions?

Councilman Wynne.... I have a question of the State Engineers. If this project, the way it's designed right now, were brought up to Washburn Way and ended for now at that point, would that make it a viable project and would State and Federal money be available?

Sandmann.... It's something we could certainly consider.

Councilman Wynne.... That would at least, I think, improve an area that needs improving and perhaps would give us room, several years or more, to work out something else so that the rest of it can be later finis

Sandmann.... You well know the City and the County toget made the request for the project.

Mayor....I'm sorry, give your name, Fred.

Carnini.... What business are you from, sir?

Smith.... I'm from the Shasta Plaza, J.C. Penney Co.

Mayor.... Anyone else who has anything they would like to offer?

Granados.... This is on Shasta Way, now. I notice that they proposed to extend the bikepath, bikeway all the way up. I certainly hope it is not done like the first part was, because that was a waste of money. No cyclists use that, to my knowledge. I think we would be far better off, instead of giving the people a 7 ft. sidewalk to just widen the street cause that's where the cyclists use. I haven't seen cyclist one use that Shasta Way Bikeway.

Mayor.... Is that portion in the County ?

Granados.... Yes, no one was consulted. The parks and recreation, anyone involved in cycling, no one was consulted, they just went ahead and constructed that. Now if they were going to do something similar to that, an extension, I think it is just a waste of money to include a bikeway along that way.

Mayor.... Thank You. If there's nobody else who wishes to speak, I'll declare the hearing closed. Do any of the members of the Council have any questions?

Councilman Wynne.... I have a question of the State Engineers. If this project, the way it's designed right now, were brought up to Washburn Way and ended for now at that point, would that make it a viable project and would State and Federal money be available?

Sandmann.... It's something we could certainly consider.

Councilman Wynne.... That would at least, I think, improve an area that needs improving and perhaps would give us room, several years more, to work out something else so that the rest of it can be later finis

Sandmann.... You well know the City and the County toget made the request for the project.

Councilman Wynne......... I mentioned earlier that the funds would not be available unless the project was completed all the way to South Sixth St. with the signal. I'm wondering if we terminated it at Washburn Way which is an artery, if that would make a viable project.

Sandmann... This project that is proposed this evening is for full improvement of Shasta Way, including the signal at South Sixth. We feel it is essential that that be part of the project. Based on field information we've gathered.

Councilman Wynne.... But, again, I'm asking you, if we terminated now, for the time being, at Washburn Way, would we still get Federal and State funding?

Sandmann.... You would have to make that request, that the project be shortened, or limited to some extent, whatever you decided on.

Councilman Wynne.... I think it's pertinent, Mayor, to point out that these gentlemen are here basically at the City's request and certainly, I know it's kind of tough on their job to have to face a hostile audience and I do want to thank them for being here.

Mayor.... I didn't think they were very hostile.

Councilman Douglas....Mayor, I would like to have my memory refreshed by the City Engineer or any person on the City staff concerning the Shasta Way project. It was mentioned about the parking on South Sixth St. but nothing was ever said to us, unless you can refresh my memory by literature, that the signalization would kill the entire project on Shasta Way. Now, I want to ask you this, if you know or don't know. Did the State inject that into this project after we started it, after we asked for funding?

Sandmann.... The signal came out as a result of the field work and the field studies that were made of the project. The request was to improve Shasta Way, basically, and as a result of our studies, the signal was included as part of the project. We feel that that is a necessary part of the project.

Councilman Douglas.... But don't you think it is very discriminatory that that can delete the project with just the signalization on South Sixth St. and Shasta Way?

Sandmann.... No, I do not. From our point of view, the project requires a signal make a viable project.

Sandmann... This project that is proposed this evening is for full improvement of Shasta Way, including the signal at South Sixth. We feel it is essential that that be part of the project. Based on field information we've gathered.

Councilman Wynne.... But, again, I'm asking you, if we terminated now, for the time being, at Washburn Way, would we still get Federal and State funding?

Sandmann.... You would have to make that request, that the project be shortened, or limited to some extent, whatever you decided on.

Councilman Wynne.... I think it's pertinent, Mayor, to point out that these gentlemen are here basically at the City's request and certainly, I know it's kind of tough on their job to have to face a hostile audience and I do want to thank them for being here.

Mayor.... I didn't think they were very hostile.

Councilman Douglas....Mayor, I would like to have my memory refreshed by the City Engineer or any person on the City staff concerning the Shasta Way project. It was mentioned about the parking on South Sixth St. but nothing was ever said to us, unless you can refresh my memory by literature, that the signalization would kill the entire project on Shasta Way. Now, I want to ask you this, if you know or don't know. Did the State inject that into this project after we started it, after we asked for funding?

Sandmann.... The signal came out as a result of the field work and the field studies that were made of the project. The request was to improve Shasta Way, basically, and as a result of our studies, the signal was included as part of the project. We feel that that is a necessary part of the project.

Councilman Douglas.... But don't you think it is very discriminatory that that can delete the project with just the signalization on South Sixth St. and Shasta Way?

Sandmann.... No, I do not. From our point of view, the project requires a signal as long as we are going to improve Shasta Way to that extent and have that amount of traffic, using it or attempting to use it, or whatever the situation may be in the future, and of course, we are dealing with facts at present and projecting for the future. At the present time the signal is warranted at that intersection, and we don't see that that situation is going to change after the improvement of Shasta Way.

Councilman Wynne.... As I understand it, first of all, you do have an improvement on the signal situation at Washburn Way and South Sixth in the works.

Sandmann... That was only in the controller and some relocation of the signal at Washburn Way and South Sixth St. That project is under contract at this time.

Councilman Wynne.... Had they considered at all taking the short left turn lane that you got, which will hold probably 3 or 4 cars at the most, and extending that back up and then eliminating any left turn at all on Shasta Way?

Sandmann.... At Washburn, now, the islands are being shortened or removed or remodeled. As I understand it where the left turn capacity is being increased at Washburn and South Sixth.

Councilman Wynne.... The left turn capacity when you are going that way on South Sixth St. is going to be increased?

Sandmann.... We are taking into consideration increased volume of traffic at that intersection.

Councilman Wynne.... Well, couldn't it be deepened and the only lane be held at that point rather than go all the way back down South Sixth St. to the viaduct?

Sandmann.... I believe going back this direction from Washburn Way you start getting fairly constricted as far as widths and room. We have field information on this.

Councilman Wynne.... We do have an island that comes back quite a ways here and you do have, as you approach Washburn Way, you have 3 lanes on the right hand side and they keep slipping through on the right curb to turn right, so you really have 3 lanes on that side. I wish they would take a look at that possibility, too, as long as we're looking at all the possibilities, cause if you eliminate it, the left turn at Shasta Way and make them go to Washburn Way then over.

Sandmann.... Of course, this is traffic that is not now using that left turn, they're making a left turn at Shasta, and you would be adding at the present time a 1200 increase in left turn traffic.

change after the improvement of Shasta Way.

Councilman Wynne.... As I understand it, first of all, you do have an improvement on the signal situation at Washburn Way and South Sixth in the works.

Sandmann... That was only in the controller and some relocation of the signal at Washburn Way and South Sixth St. That project is under contract at this time.

Councilman Wynne.... Had they considered at all taking the short left turn lane that you got, which will hold probably 3 or 4 cars at the most, and extending that back up and then eliminating any left turn at all on Shasta Way?

Sandmann.... At Washburn, now, the islands are being shortened or removed or remodeled. As I understand it where the left turn capacity is being increased at Washburn and South Sixth.

Councilman Wynne.... The left turn capacity when you are going that way on South Sixth St. is going to be increased?

Sandmann.... We are taking into consideration increased volume of traffic at that intersection.

Councilman Wynne.... Well, couldn't it be deepened and the only lane be held at that point rather than go all the way back down South Sixth St. to the viaduct?

Sandmann.... I believe going back this direction from Washburn Way you start getting fairly constricted as far as widths and room. We have field information on this.

Councilman Wynne.... We do have an island that comes back quite a ways here and you do have, as you approach Washburn Way, you have 3 lanes on the right hand side and they keep slipping through on the right curb to turn right, so you really have 3 lanes on that side. I wish they would take a look at that possibility, too, as long as we're looking at all the possibilities, cause if you eliminate it, the left turn at Shasta Way and make them go to Washburn Way then over.

Sandmann.... Of course, this is traffic that is not now using that left turn, they're making a left turn at Shasta, and you would be adding at the present time a 1200 increase in left turn traffic.

Councilman Wynne.... But if you had a holding lane of about 12-14 cars deep that would probably suffice on any one traffic movement.

Sandmann.... We would have to study that, take a look at it and see what ---

Councilman Brite.... I'd like to ask, does the State have the authority to remove parking on South Sixth?

Sandmann....Yes.

Councilman Phelps.... I'd like to direct a question to Jim Adair. Jim, after looking over the plans here and the proposals and you're asking for maybe a moritorium in your area for a study of off-street parking, do you think it's possible. Do you think the group out there will get on this and study it in the very near future.

Adair.... We do have a group of concerned individuals out there that. We don't know until we look into it. We haven't had a chance to explore, I can't say yes and I can't say no. We'll have to look into it and research it and then I can give you a definite answer.

Councilman Phelps.... But you are going to proceed?

Adair.... Absolutely, we have to.

Mayor....Any further questions?

Councilman Wynne.... I'm kind of curious as to what would happen if people out there had a moratorium of 2 years. Let's say we came back to the problem 2 years from now and took a look at it after the Southside Bypass was in operation and the truck route in operation. That's why I suggested maybe if they brought the Washburn Way, then several years from now, 2 or 3 years from now perhaps you'd be able to find an alternative and then they could go ahead with what they wanted without really disrupting business out there. I'm looking at whether or not this kind of a moratorium might be something that would be effective out there.

Adair.... This is something we would have to look into. With a parking district we can get some help in planning a parking lot off street. This is what we need help with, from the City and the State also. A moratorium would help.

Mayor.... I have a question, rather practical in nature. What happens to this money if this project goes by the board?

probably suffice on any one traffic movement.

Sandmann.... We would have to study that, take a look at it and see what ---

Councilman Brite.... I'd like to ask, does the State have the authority to remove parking on South Sixth?

Sandmann....Yes.

Councilman Phelps.... I'd like to direct a question to Jim Adair. Jim, after looking over the plans here and the proposals and you're asking for maybe a moritorium in your area for a study of off-street parking, do you think it's possible. Do you think the group out there will get on this and study it in the very near future.

Adair.... We do have a group of concerned individuals out there that. We don't know until we look into it. We haven't had a chance to explore, I can't say yes and I can't say no. We'll have to look into it and research it and then I can give you a definite answer.

Councilman Phelps.... But you are going to proceed?

Adair.... Absolutely, we have to.

Mayor....Any further questions?

Councilman Wynne.... I'm kind of curious as to what would happen if people out there had a moratorium of 2 years. Let's say we came back to the problem 2 years from now and took a look at it after the Southside Bypass was in operation and the truck route in operation. That's why I suggested maybe if they brought the Washburn Way, then several years from now, 2 or 3 years from now perhaps you'd be able to find an alternative and then they could go ahead with what they wanted without really disrupting business out there. I'm looking at whether or not this kind of a moratorium might be something that would be effective out there.

Adair.... This is something we would have to look into. With a parking district we can get some help in planning a parking lot off street. This is what we need help with, from the City and the State also. A moratorium would help.

Mayor.... I have a question, rather practical in nature. What happens to this money if this project goes by the board?

Fenton.... It's your Federal Aid Urban Money which you chose to spend this way. If you do not spend it on this project, you can reallocate it to another project.

Tucker.... After that statement can I enter this map into the minutes?

Mayor....I think our Secretary's going to have a difficult time converting this to shorthand, but we'll put it up here. If there are no other questions or no further..

Sandmann.... I'd like to make a statement, on our behalf, since we're all lined up here together. As I stated earlier, the reason for this meeting was exactly as it turned out. We got the input from the public. Maybe one-sided, but we got the people that were most affected, immediately affected by this proposal came out and voiced their opinions. I am most encouraged by the comments that you are organizing some type of group studying the off-street parking problem, because what we were discussing here today is certainly going to come up again and again and again, not only on South Sixth, but maybe some of your other City streets, arterials, things of that sort. I am certainly encouraged by that comment. I was going to make a comment regarding the movies, but somebody beat me to it, we can't take credit for the movies. The Washburn-South Sixth St. intersection is included in a contract at this time which goes along with the improvement on Washburn Way to Hilyard and that intersection will be upgraded to an extent we are anticipating traffic into and out of that intersection. We certainly will consider all the comments that were made tonight, the City Council will have to make their recommendations and after a period of time considering the recommendations and the comments that were made, a decision will be made on this project and you people will be notified. Thank you.

Mayor.... Thank you very much.

Granados... One more question. Looking at this map on Shasta Way. Seems like it widens and narrows and widens as you go along. Will that create a safety hazard when you're going from 4 lanes to 3, you go from 3 to 4 then to 3 again. Why the 4 lanes in one area and 3 in the rest of them?

Lindstrom.... Primarily because they're right around the K-Mart, Thunderbird and Shasta Plaza Shopping Center where you have your largest traffic generated, and this way you can allow your right hand turn, you have your inside lanes, and your through lanes. As far as on each end of the project, it is typical.

I have one more question. I can't see, and I must have an

Tucker.... After that statement can I enter this map into the minutes?

Mayor....I think our Secretary's going to have a difficult time converting this to shorthand, but we'll put it up here. If there are no other questions or no further..

Sandmann.... I'd like to make a statement, on our behalf, since we're all lined up here together. As I stated earlier, the reason for this meeting was exactly as it turned out. We got the input from the public. Maybe one-sided, but we got the people that were most affected, immediately affected by this proposal came out and voiced their opinions. I am most encouraged by the comments that you are organizing some type of group studying the off-street parking problem, because what we were discussing here today is certainly going to come up again and again and again, not only on South Sixth, but maybe some of your other City streets, arterials, things of that sort. I am certainly encouraged by that comment. I was going to make a comment regarding the movies, but somebody beat me to it, we can't take credit for the movies. The Washburn-South Sixth St. intersection is included in a contract at this time which goes along with the improvement on Washburn Way to Hilyard and that intersection will be upgraded to an extent we are anticipating traffic into and out of that intersection. We certainly will consider all the comments that were made tonight, the City Council will have to make their recommendations and after a period of time considering the recommendations and the comments that were made, a decision will be made on this project and you people will be notified. Thank you.

Mayor.... Thank you very much.

Granados... One more question. Looking at this map on Shasta Way. Seems like it widens and narrows and widens as you go along. Will that create a safety hazard when you're going from 4 lanes to 3, you go from 3 to 4 then to 3 again. Why the 4 lanes in one area and 3 in the rest of them?

Lindstrom.... Primarily because they're right around the K-Mart, Thunderbird and Shasta Plaza Shopping Center where you have your largest traffic generated. and this way you can allow your right hand turn, you have your inside lanes, and your through lanes. As far as on each end of the project, it is typical.

Councilman Douglas.... I have one more question. I can't see, and I must have an answer from the State right now and this time I'm not going to be abusive about it and I have been pretty much so and I am still a little up in the air about it. I can't see any reason taking parking off there, going eastward from the overpass to East Main. I can't see taking the parking off there and I can't see taking the parking off at Martin Street because there is very little traffic that moves on Martin now. In fact, you could block it off, and I can't see why you want to take all that parking out of there. I can see and I'm not going to be that stupid, at the corner of Shasta Way and South Sixth St., but in this, there are areas that I can't see why you can take the parking off there because you are not utilizing it. At the present time at South Sixth and E. Main there is no left turn movement there now anyway. There is right, you can turn right at the bowling alley, but there is no left turn, so that portion in there wouldn't, you're not utilizing anything by taking the parking off there. Then you get down to Martin St. and there is no flow of traffic that goes there to speak of. In fact, you could block it off. You could come on to South Sixth St. but to make a left turn. I can see stopping that, but I think to eliminate all the parking, I think they should take another look at it, and I still think that if you set a moratorium for the people in the area of South Sixth St. and Shasta Way, I think you could iron things out, but eliminating the entire parking, I can't see it because you don't use it now, you have no intention of using it, it's just to wipe the slate clean because you are not going to use an escape lane unless you haven't said it yet that you're going to make a left turn on East Main and that's the thing that I'm questioning right now. I guess I'm not going to get an answer now, but I'd appreciate it if you could give me some reason, one of the fellows from the State Highway Dept., right now, and I think you're obligated to do that, why you want to take them out that far.

Sandmann.... The reason for the elimination of parking along South Sixth is to improve the flow of traffic, remove the corks from the bottle which are the left turning vehicles in the through lanes and give them a place to pull into to make a left turn safely. You won't have the business of a left-turning vehicle clogging up a lane of through traffic. This may encourage left turns or more frequent left turns into businesses along South Sixth and other streets along South Sixth that are not now being utilized because people don't want to stop and make a left turn. You never know what drivers are ng to do. Everyone of us is a little different. But this [illegible] of parking along South Sixth, to improve the flow of

I can't see taking the parking off there and I can't see taking the parking off at Martin Street because there is very little traffic that moves on Martin now. In fact, you could block it off, and I can't see why you want to take all that parking out of there. I can see and I'm not going to be that stupid, at the corner of Shasta Way and South Sixth St., but in this, there are areas that I can't see why you can take the parking off there because you are not utilizing it. At the present time at South Sixth and E. Main there is no left turn movement there now anyway. There is right, you can turn right at the bowling alley, but there is no left turn, so that portion in there wouldn't, you're not utilizing anything by taking the parking off there. Then you get down to Martin St. and there is no flow of traffic that goes there to speak of. In fact, you could block it off. You could come on to South Sixth St. but to make a left turn. I can see stopping that, but I think to eliminate all the parking, I think they should take another look at it, and I still think that if you set a moratorium for the people in the area of South Sixth St. and Shasta Way, I think you could iron things out, but eliminating the entire parking, I can't see it because you don't use it now, you have no intention of using it, it's just to wipe the slate clean because you are not going to use an escape lane unless you haven't said it yet that you're going to make a left turn on East Main and that's the thing that I'm questioning right now. I guess I'm not going to get an answer now, but I'd appreciate it if you could give me some reason, one of the fellows from the State Highway Dept., right now, and I think you're obligated to do that, why you want to take them out that far.

Sandmann.... The reason for the elimination of parking along South Sixth is to improve the flow of traffic, remove the corks from the bottle which are the left turning vehicles in the through lanes and give them a place to pull into to make a left turn safely. You won't have the business of a left-turning vehicle clogging up a lane of through traffic. This may encourage left turns or more frequent left turns into businesses along South Sixth and other streets along South Sixth that are not now being utilized because people don't want to stop and make a left turn. You never know what drivers are going to do. Everyone of us is a little different. But this is the reason for removal of parking along South Sixth, to improve the flow of traffic through there and minimize the conflicts that are there at this time. We are not going to eliminate all of them, but we will cut down on them. The reason for the total length is because historically you don't go through and open up or widen out a short section then bottle it up and widen it out and bottle it up, or people start running a zigzag course, which is not a natural tendency for drivers to follow.

Councilman Phelps.... If this project isn't approved, would you recommend eliminating left hand turns at Shasta Way, would it help if we had no left turns?

Sandmann.... If you had no left turns? That would be something that would be considered. As to how it would affect the treatment at that intersection at this time, I couldn't say.

Mayor.... If there are no further questions from Council, I'll declare the hearing closed.

8764

7-9-76

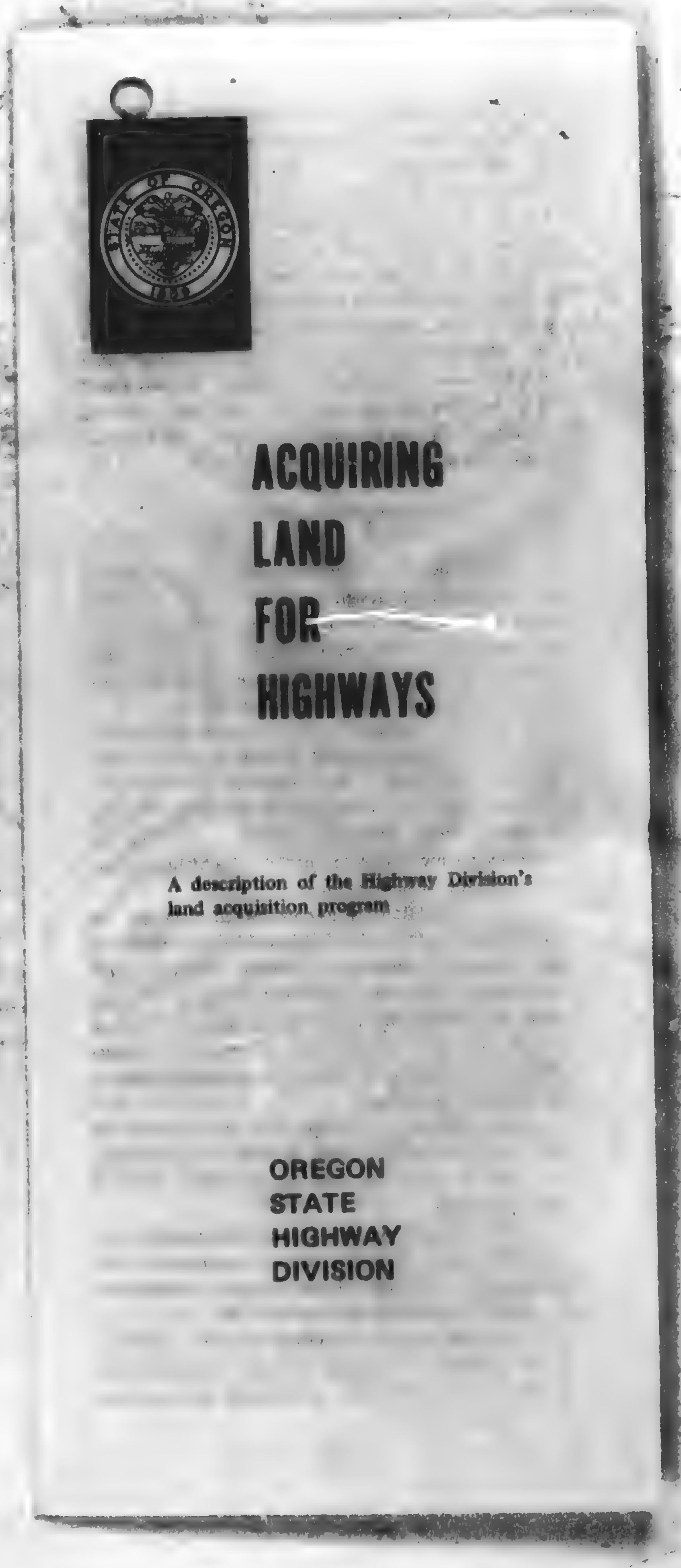
PUBLIC HEARING STATEMENT - South Sixth Street East Side
By-Pass Section

The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of this highway. The additional right of way necessary for the reconstruction of this section of highway will not require the displacement of any residences, businesses, or non-profit organizations. It will involve the acquisition of a limited number of easements, construction permits and a few parcels of property to be acquired in fee simple.

An explanation of the right of way acquisition process is contained in a leaflet, "Acquiring Land for Highways". This leaflet covers the matters of the public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property and an explanation of eminent domain procedures with the addresses of the various right of way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you, if you might have property involved in this project.

The time required for right of way acquisition and relocation is estimated at three to five months, from date of authorization of the project. This will permit adequate appraisal and negotiation time.

The right of way program for this project will be under my supervision. My name is Harold G. Brainerd, and my office is located on the North The Dalles-California Highway, Bend, Oregon. The telephone number is 382-1911. The Oregon State Highway Division is acting in behalf of the City of Klamath Falls and Klamath County in the acquisition of the necessary rights of way.



ACQUIRING LAND FOR HIGHWAYS

A description of the Highway Division's land acquisition program

OREGON
STATE
HIGHWAY
DIVISION

The continuing and increasing demand for expanded highway facilities in Oregon imposes upon the Highway Division the difficult task of acquiring land to meet this need. It is the aim and desire of the Division to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Highway Division thus has a dual responsibility—recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Highway Division personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the

amount be less than the appr
cash market value of the pro
value may be defined as the
would pay for a property off
with neither party having any
or sell. This is known as the
seller" concept and is the basi

In instances in which
property is to be acquired, the
on either the value of the lan
the remainder, if any, or
method. This means that the
the difference in the market
before the State's acquisition
immediately thereafter.

Any decrease or increase
value of the real property
valuation caused by the public
the property is acquired, or by
property would be acquired
other than that due to physic
the reasonable control of
disregarded in determining
property.

Property damage paymen
can be made only to those per
actually purchased or used
Division.

MOVING IMPROV

The law states that the pro
to money for his property; h
have his house or buildings mo
provided certain conditions are

The property owner must
and the total cost to the State
purchase.

The property owner
arrangements for moving the bu
able to undertake the work
for the owner.

PAYMEN

An understanding of the
agreement and the payment
some of the concern about
payment.

The option agreement mu
Oregon Transportation Comm
has been received, the propert

The parcels of property
will be described, and the
ities can commence.

ROCEDURE

isal procedures, which are
e property owner and the
appraisal of every parcel
isals are performed by a
al fee appraiser, or both.
al properties are involved,
ned. The property owner
tative will be given an
the appraiser during his

r every indicator of value.
s, if any, are studied and
checked by the Highway
cials and then approved for

s the busy work schedules
appraisers, explains the
the time of the appraisal
of Way Agent.

WAY AGENT

Agent who calls on the
d the appraisal and can
nd other data how the
property. The Agent has
end a price and obtain an
roperty, which option is
upervisors and the Oregon
It should be noted that
the procedures governing
rading"; he is confined to
ated by appraisal.
omplete acquisition and
but not at the expense of
nsideration of the State's

VALUE

of negotiations for real
Division will establish an
be just compensation and
o acquire the property for
shed. In no event will the

amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice. This notice will not be issued prior to the State's purchase of the property; however, in no event will an owner-occupant be required to surrender possession prior to receiving payment. In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations are commenced with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Highway Division to acquire the property and give the requirements for eligibility for relocation benefits.

The Division is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Highway Division, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Divisio[illegible]eady and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the State Highway Division maintains fully-staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
653-3116

2960 State Street
Salem 97310
Telephone No.
378-2641

1523 SE Cobb Street
Roseburg 97470
Telephone No.
672-6541, Ext. 226

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911, Ext. 38

1102 "K" Street
LaGrande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Ag[illegible]t make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the State Highway Division prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

make a formal offer

nly the Transportation
nated representative has
offer. The Agent may
e necessary parcel.

ed if an option is signed?
n is accepted by the
involved is mailed after
tion.

property owner have if

have a jury hear the case

and clears the title?
Way Office of the State
res and records most of
ary to convey clear title;
erty owner's obligation to
y documents which may
clear title.
d pays for title insurance
ts are made.

rty owner know the State
?
d by the Transportation
a binding contract even
ed. The State is bound by
s own obligations; and, by
nnot exceed the authority

er rent or buy buildings?
ic arrangements are made,
at public auction after
the newspapers. All sales
d by the Regional Property

RES

-way necessary? Why can't
e rebuilt?

The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways?

The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

A staff appraisal is one which is prepared by an employee of the Highway Division who is qualified by education, training, and experience to make property appraisals.

A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independant appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

The Division will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

81-734-3773
Rev. 3-1-75

1859

ACQUIRING
LAND
FOR
HIGHWAYS

A description of the Highway Division's land acquisition program

OREGON
STATE
HIGHWAY
DIVISION

2764

4-21-76

faus

OJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: S. 6th St.-E. Side Bypass
Shasta Way

Project Federal Aid Number: M-2298(1)

Applicant: City of Klamath Falls and Klamath County

Contact: Larry Lindstrom and Lyle Smith

Federal Aid Funds: FAS ____ FAUS XX Other ____

Date Project Approved by Trans. Comm.: 1/22/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Field survey indicates that construction easements will be required at various intervals throughout the project.

Gary E. Zehner
Gary E. Zehner, Urban Program Engr.
County-City Unit

April 21, 1976
Date

cc: Right-of-Way Engineer
Region 4 Engineer
Region 4 Federal Aid Engineer
Region 4 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

2/18/75

4-20-76

FAUS

5764

SOU[illegible] 6th ST. - EASTSIDE BYPASS (K-FA[illegible]S)

City County - Street

Klamath County

Prefix: 318-1910

REPORT ON SURVEY

The westerly terminus of this location is opposite mile point 1.75 within the City Limits of Klamath Falls, Oregon. M.P. 1.75 is one tenth mile westerly of the South 6th Street and Shasta Way Street location. The location then runs almost in a true west to east direction, along a section line, for a distance of one mile at which point it intersects the Klamath Falls-Malin Highway at Mile Point x2.88. The latter is known as the Eastside Bypass, which is the easterly terminus of the location.

The location is on a City-County Street Section under the FAUS system and is numerically numbered 2298. As this section is under the FAUS system it required agreements between the Federal Goverment, ODOT, The City of Klamath Falls and Klamath County.

The purpose of this survey is to develope plans, specifications and estimate of cost for widening and improving Shasta Way.

The FAUS project has been approved for construction when funding is available.

On South 6th Street, at the beginning of the project, it is being suggested that no parking be posted for a distance of 500± feet west & easterly to establish a left turn refuge from south 6th onto Shasta Way. This No Parking, if utilized, will have to be done via agreement between the City of Klamath and the local merchants. This intersection has been a matter of controversy due to the high accident rate in previous years. Also during peak traffic periods the present left turn movement from South 6th To Shasta Way very much impedes traffic. Providing the no parking and left turn pocket is not approved I suggest the intersection be signalized and connected into the present interlocked system. The latter suggestion would be very much more expensive and should be considered only as the last resort.

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE [illegible] UE
☑ DPE ☑ CE ☐ RE ☐ DPE ☐

The typical sections are defined below:

Sta. 2+20 to Sta. 15+10
Sta. 35+00 to Sta. 49+90
Sta. 49+90 to Sta 51+00 (Taper Section)
    Two 12 foot driving lanes
    One 12 foot turn refuge
    Two 2 foot shadow areas
    Five & one half foot side walk left
    Seven & one half foot bike path right
Sta 15+70 to Sta. 35+00
Sta 51+00 to Sta. 52+64
    Four 12 foot driving lanes
    Two 2 foot shadow areas
    Two side walks as mention above

It should be noted the 12 foot lane on the right entering the Eastside Bypass will be utilized as a right turn movement to partially eliminate congestion upon entering or crossing the bypass. To complete this latter suggestion it will require the movement of one of the existing traffic light poles, which is on the S.E. corner of the Eastside Bypass intersection. The existing signal system is span mounted and this pole movement will also require lengthing of the span wires. In addition the signal heads will require adjusting to line up with the new proposed travel lanes.

Refer to the profile and detail map for a more detailed description of the typical sections and the as mentioned traffic pole relocation.

The present signal system at the Shasta Way and Washburn Way intersection will require modification and adjustments. The modification will be for changing the controller in the system. The present controller has been very expensive for the city to maintain and in previous correspondence with John Holcomb, Region Utilities Engineer, the City has requested the controller be updated as a part of this project. A copy of the correspondence between the city and Mr. Holcomb is attached. In addition the adjustments for this intersection will involve moving the present signal heads to line up with the new proposed travel lanes. The signal heads are presently span mounted. The traffic poles at this intersection will not require adjustment.

It is not anticipated there will be any problems with traffic during construction. Washburn way is a thru street and will be kept open at all times. The other streets will be barricaded and only the local residents will be allowed access to their private homes. Also during construction of the structure over the USBR Canal complete closure of this area will be required. Near the Eastside Bypass intersection there are several business establishments. Access will be provided for these businesses except during the lime application, which will require complete closure for a short period.

The Salem Bridge Design Section has submitted a preliminary design for the structure over the USBR Canal. This is a 55'-3" x 86' prestressed slab structure on concrete piling at a cost of $101,326.00, excluding engineering and contingencies. It should be noted here the Klamath County road Department has requested salvage of the existing structure.

All utilities, except traffic light facilities & sanitary sewer will be adjusted by others via the agreement under things to be completed by the City and County.

There will be approximately 3,325 cubic yards of excess general excavation. A factor has not been applied to this numerical figure. It is being designated this excess material become the property of the contractor and disposed of by him in a manner suitable to the engineer, deleting any overhaul for the project.

The base design has been obtained from Salem via the Region Geologist, R. VanCleave. This base design calls for 12-inches of lime treated subgrade 2-inches of Class 'C' asphalt concrete and 1½-inches of modified Class 'C' asphalt concrete (top lift).

The following is a discussion of the lime treated subgrade. On previous projects in this area requiring lime application to the subgrade this office has not encompassed any equipment that will apply a foot depth of lime in one application. Consquently we have established that the lime be placed in two applications. The contractor would excavate to a sub-subgrade, apply lime, 6-inches in depth, haul in approximately 4,288 cubic yards of embankment in place material and apply the lime. This latter computes 6-inches in depth for a total of 12-inches of lime treated subgrade. This process could be easily eliminated providing there is suitable equipment available to perform this work in one application. It is being designated the lime be placed in slurry form due to the residential and commerical area encompassing the project.

Providing the lime application is done in two stages a material borrow source has been provided to haul in the 4,288 cubic yards of embankment materials. This source is located on the Eastside Bypass between its intersections with Washburn Way and Shasta Way. This source parallels the Bypass and the contractor should be made aware slopes will be on 1½:1 and the area will be left in a neat condition. If the contractor elects to use this material source the following signing will be required.

When it is necessary for the contractor to have equipment on the roadway or shoulder he shall protect the equipment and workmen by closing the shoulder and minimum necessary roadway by use of 26" high traffic cones at a maximum spacing of 50 feet. In the event flagging is necessary around such equipment he shall install facing both directions of traffic, one each of OW23-2-48 "Be Prepared To Stop" and W20-7-48 "Flagmen Ahead" signs spaced approximately 400 feet apart with the W20-7-48 sign nearest the flagmen. This signing square footage has not been included in the bid item for signs.

An aggregate source has not been designated. It is felt one of the three commerical sources will be used either via the owners or others that may come into the area.

The present street & directional signs are out dated and will be removed under the removal item. A new signing plan has been submitted thru the Utilities Engineer.

The existing drainage system was installed in 1973 by the City of Klamath Falls. The system is sufficient and will not need to be replaced although it does not concur with our Hydraulics Manual.

A sketch map of an alternate at the South 6th St. and Shasta Way intersection is being submitted. This alternate would let Shasta Way enter South 6th at right angles. It is not felt this alternate has merit over the previously mentioned left turn pockets as it would require purchasing a piece of commerical property owned by the Urich Oil Company. The property is valued at $40,000 on the County tax rolls.

The item trench excavation includes excavation for the proposed concrete retaining walls.

There will be no on street parking upon completion of the project due to the proposed travel lanes. An investigation of residence's verified that each has ample off street parking and that the posting of "No on Street Parking" will not be detrimental.

Three items have been established under the heading anticipated items. These being: Permanent Signing, Permanent Striping and relocate Mailboxes. Signing & Striping will be done on SFO's. As the relocating of mailboxes will be a perpetual item thru-out most of the contract it is anticipated on setting this work up as an Extra Work Order as we will have to maintain mail service at all times. A special insert should be made in the Specials alerting the contractor of this requirement.

Opposite station 45+52 Rt. there is an existing 36-inch CMP, uncoated pipe. This CMP will require extending 4-feet right and will protude thru the proposed retaining wall footing.

Under the sidewalks and driveways 2-inches of aggregate base will be placed. The contractor has the election of using 1-inch or ¾-inch size aggregate.

There is 155 lineal feet of guard rail to be removed at Crest street and Shasta Way & where Shasta Way intersects with the Eastside Bypass. Of this 155 feet 37.5 feet is to be reinstalled. The remainder is to be hauled and stockpiled in the maintenance yard at 2557 Altamont Drive.

Under R/W negotiations there are several items that will require attention. Construction easements will be required at various intervals thru-out the project for slopes and work around the retaining walls. Also there are several yard type fences that will be removed under the contract.

I feel R/W personnel should negotiate with the property owners for the owners to replace. Most of the existing fences are in pretty poor condition except the one at Alladins Rental (48+40+ to 49+90+ Rt.). This is a cyclone type fence in very good condition. R/W personnel should negotiate with the owner for salvage and re-installing. Also there is a sign and luminaire to be adjusted at Alladins. A R/W map is being submitted which defines the existing and proposals.

Watering for the project computed 60 M-Gal. An additional 40 M-Gal. was added at random for dust control due to the commerical and residential area the project runs thru. This 40 M-Gal is an estimate only.

The items pending upon submission of this location includes permanent signing plan, striping and the possibility of turn pockets at South 6th and Shasta Way

The City of Klamath Falls and the Klamath County Road Department originally estimated this project to cost $620,000. Upon receiving unit prices from the cost section this office computes the total construction costs to be $729,074.

E J Dunn

E. J. Dunn

Res. Engr.

OREGON STATE HIGHWAY DEPARTMENT
QU NTITY SUMMARY & COST ESTI TE

Sheet 1 of 3 Shee

on So. 6th St.-East Side Bypass Unit
way City-County Street County Klamath Prefix 318-1910
th 1.10 Designer E. J. Dunn Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
ROAD WORK						
Mobilization	Lump Sum					45,200.00
Temporary Protection & Direction of Traffic	Lump Sum					28,250.00
Temporary Signs	Sq. Ft.	207			6.00	1,242.00
Barricades, Type 1	Only	67			90.00	6,030.00
Flagman	Hour	500			16.00	8,000.00
Clearing & Grubbing	Lump Sum					3,000.00
Removal of Structures and Obstructions	Lump Sum					2,875.00
General Excavation	Cu. Yd.	7,712			2.75	21,208.00
Embankment in Place	Cu. Yd.	4,288			2.50	10,720.00
Removal of Pavement	Sq. Yd.	976			1.00	976.00
Trench Excavation	Cu. Yd.	1,450			6.00	8,700.00
Finishing Roadbed & Slopes	Lump Sum					2,500.00
Watering	M-Gal.	100			10.00	1,000.00
Lime Treated Subgrade	Sq. Yd.	24,753			1.25	30,941.00
Lime in Lime Treated Subgrade	Ton	557			75.00	41,775.00
Class "C" A.C. Mixture	Ton	2,542			12.00	30,504.00
Asphalt Cement in Class "C" A.C. Mixture	Ton	170			90.00	15,300.00
Modified Class "C" A.C. Mixture	Ton	1,856			12.50	23,200.00
Asphalt Cement in Modified Class "C" A.C. Mixture	Ton	124			90.00	11,160.00
Portland Cement Additive in Modified Cl. "C" A.C. Mix	Ton	19			85.00	1,615.00
Asphalt Tack Coat	Ton	2			130.00	260.00
5 inch Sewer Pipe	Lin. Ft.	8			5.00	40.00
10 inch Sewer Pipe	Lin. Ft.	28			8.00	224.00
12 inch Half Round Sewer Pipe	Lin. Ft.	10			5.00	50.00
				Sub-Total		294,770.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

tion So. 6th St.-East Side Bypass Unit
way City-County Street County Klamath Prefix 318-1910
gth 1.10 Designer E. J. Dunn Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
5. 12 inch Sewer Pipe	Lin. Ft.	1,222			8.00	9,776.00
6. 15 inch Sewer Pipe	Lin. Ft.	514			11.00	5,654.00
7. 24 inch Sewer Pipe	Lin. Ft.	82			16.00	1,312.00
3. 36 inch Sewer Pipe	Lin. Ft.	4			45.00	180.00
9. Extra for Pipe Under Pavement	Lin. Ft.	20			12.00	240.00
Concrete Manhole, Type "A"	Only	1			750.00	750.00
Concrete Manhole, Type "B"	Only	3			600.00	1,800.00
Concrete Inlets, Type G-1	Only	29			400.00	11,600.00
Concrete Inlets, Type "D"	Only	3			400.00	1,200.00
Concrete Diversion Box, With Lid	Only	1			400.00	400.00
Salvage & Re-install Guard Rail, Type 2	Lin. Ft.	38			5.00	190.00
P.C.C. Walks	Sq. Yd.	4,202			10.00	42,020.00
P.C.C. Driveways	Sq. Yd.	1,863			10.50	19,562.00
Aggregate Base for Walks & Driveways	Ton	625			7.00	4,375.00
Extra for A.C. Approaches	Only	23			100.00	2,300.00
Concrete Curbs, Type "A"	Cu. Yd.	402			85.00	34,170.00
Adjust Manholes	Only	28			250.00	7,000.00
Concrete in Stairways	Cu. Yd.	3			200.00	600.00
Reinforcement in Stairways	Lb.	268			0.60	161.00
Concrete in Retaining Walls	Cu. Yd.	354			130.00	46,020.00
Reinforcement in Retaining Walls	Lb.	25,991			0.45	11,696.00
Pipe Hand Rail	Lin. Ft.	942			12.00	11,304.00
Signal Controller (Shasta Way-Washburn Way)	Lump Sum					18,000.00
Adjust Signal-Heads (Shasta Way-Washburn Way)	Lump Sum					6,000.00
Remove Signal Pole & Reinstall (Shasta Way-Eastside Bypass)	Lump Sum					6,000.00

Sub-Total 537,080.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

ion So. 6th St.- East Side Bypass Unit
way City-County Street County Klamath Prefix 318-1910
gth 1.10 Designer E. J. Dunn Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
STRUCTURE						
0. Mobilization	All					7,500.00
1. Structural Excavation	Cu. Yd.	52			9.00	468.00
2. Prestressed Concrete Piling	Lin. Ft.	624			9.00	5,616.00
3. Drive Prestressed Concrete Piling	Each	24			300.00	7,200.00
4. Class 3300-1½ Concrete	Cu. Yd.	36			150.00	5,400.00
5. Metal Reinforcement	Lb.	7,100			0.22	1,562.00
. Prestressed Concrete 15 inch Slabs	Each	39			1,230.00	48,000.00
7. Rail	Lin. Ft.	160			38.00	6,080.00
8. Rip Rap, Class 50	Cu. Yd.	125			14.00	1,750.00
9. Approach Slab	Sq. Yd.	250			35.00	8,750.00
0. Membrane Waterproofing	Sq. Yd.	400			10.00	4,000.00
. Removal of Old Bridge (70' x 31')	All					5,000.00
					TOTAL	$638,406.00
TICIPATED ITEMS						
Permanent Signing						2,500.00
Permanent Striping						500.00
Relocate Mail Boxes	Only	19			50.00	950.00
				SUBTOTAL		$642,356.00
			Engineering & Contigencies (13½%)			86,718.00
				TOTAL		$729,074.00

Total

[illegible] 8764

FAU

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 16, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
S. 6th St.-East Side Bypass
Klamath County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 7-17-75

RECEIVED
STATE HWY ENGR
JUL 16 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
COUNTY & CITY SECTION
JUL 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☑ UF
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-2298(-)
S. 6th St.-E. Side Bypass
Klamath County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 12, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

As is indicated in the assessment, the project is not anticipated to alter the basis access to nor materially change the character of the area. However, due to the large number of abutting property owners who will be affected as a result of the project we recommend that the opportunity for a public hearing be afforded.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-16-75
L. W. Rulien - Please handle.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P. M. ENGINEER		
DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUL 16 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 2, 1975

A. PROJECT IDENTIFICATION

Name of Project South 6th Street - East Side Bypass (Section) M-2298 (-)

Location of Project City/County Street. (Highway Name) FAUS 2298 Shasta Way (Highway No., US - ORE)

Klamath Falls (City) Klamath (County) IV (Region)

Program FAUS (Funding) $610,000. (Estimated Cost) 318-1910 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Up-grade the existing City/County street section to FAUS standards, to increase capacity and safety, and to improve traffic flow.

Origin and History: City/County FAUS Agreement, selected from the Urban Area Priority List (#2). Project approved by the State Transportation Commission on January 22, 1975.

C. DESCRIPTION OF PROJECT

Length 1.0 miles

Termini From M.P. 1.75 on the Klamath Falls-Lakeview Highway, along Shasta Way to M.P. x2.88 on the Klamath Falls-Malin Highway.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is not anticipated that any additional right-of-way will be required.

Typical Section Two travel lanes with curbs, a sidewalk on the north side and a bikepath on the south side..

Structures One existing structure over the U.S.B.R. Canal will be widened by Klamath County.

Characteristics (ADT) ADT = 7,000 (1971). Percentage of trucks approximately 8%; speeds 25-30 MPH.

Other General Information (or Supplemental information to items) A left and right turn refuge will be incorporated within the typical section. Surfacing materials will be from a commercial source. (See page 2-1 for accident information.) Standard specifications will apply.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Will be taken into consideration during location, but no major changes are contemplated or expected. A wider facility would require additional right-of-way, with attendant social and economic impacts.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

ACCIDENT INFORMATION
(#'s of Accidents)

Intersection	Year 1972	1973	1974
Shasta - S. 6th.	2	0	3
Shasta - Washburn	3	0	4
Shasta - Avalon	1	5	4
Shasta - Austin	1	1	4

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is on flat land that was once the bed of an ancient lake. Soils are primarily water-deposited tuffaceous sediments. Natural drainage is poor, and no permanent watercourses cross the project area. Little, if any, of the natural vegetation remains, due to man's occupance. The altitude of the land here is about 4100 above msl. Average annual rainfall is 14 inches. The January mean minimum temperature is approximately 20.5 degrees, and the July mean maximum is around 85 degrees.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in the area is mixed residential-commercial, with slow but steady movement toward increasing commercial usage. Noise levels are moderate, derived mainly from traffic. There is no industrial development adjacent to the project. A National Guard Armory is located on the north side of the western section of Shasta Way. Air quality is moderate. Power and phone lines will be affected, but will be accomodated within the existing right-of-way. A structure over a Klamath Irrigation District canal will have to be rebuilt. Speed limits are 25 MPH from South 6th. Street to Washburn, and 30 MPH from Washburn to Alameda. Delays are commonly experienced in the Washburn-Alameda section, due primarily to traffic waiting to make left turns.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No requirements for new right-of-way are anticipated.

Consequences:

2. Estimated Changes in Traffic Patterns:

Minor

Consequences: Basic pattern of flow will not change, but the continuous left-turn lane will decrease the number and duration of the delays. The short-term effects of this should be to lower traffic-generated noise levels and improve air quality, due to a smoother, more rapid flow of traffic. The long term effects could be just the opposite, if actual traffic volumes increase significantly.

3. Estimated Changes in Land Use:

Possible minor indirect changes. No new land will be converted to transportation uses.

Consequences: Conversion of some lands from vacant or residential to commercial could be speeded by this project: the improved access may make the area more attractive to commercial developers, but not to the degree where it could be considered significant.

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects are anticipated. No new land will be required, and the area is largely developed already.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Minor

Consequences:

No scenic resources will be impacted, but the nearest travel lane will move 8 - 10 feet closer to residences so traffic-generated noise levels would be expected to rise slightly. The distance from the travel lane to the nearest residence is 25' in the South 6th Street-Washburn section, and 50' in the Washburn-Alameda section. However, the improved capacity and smoother flow of traffic will tend to compensate for noise producing vehicles moving closer to receptors.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of environmental concern have been identified or are forseen.

7. Potential for Controversial Issues:

No controversy is apparent or expected

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - As indicated

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		XX	
Air Quality Engineer	XX		
Cultural Geographer			
Urban Planner	XX		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

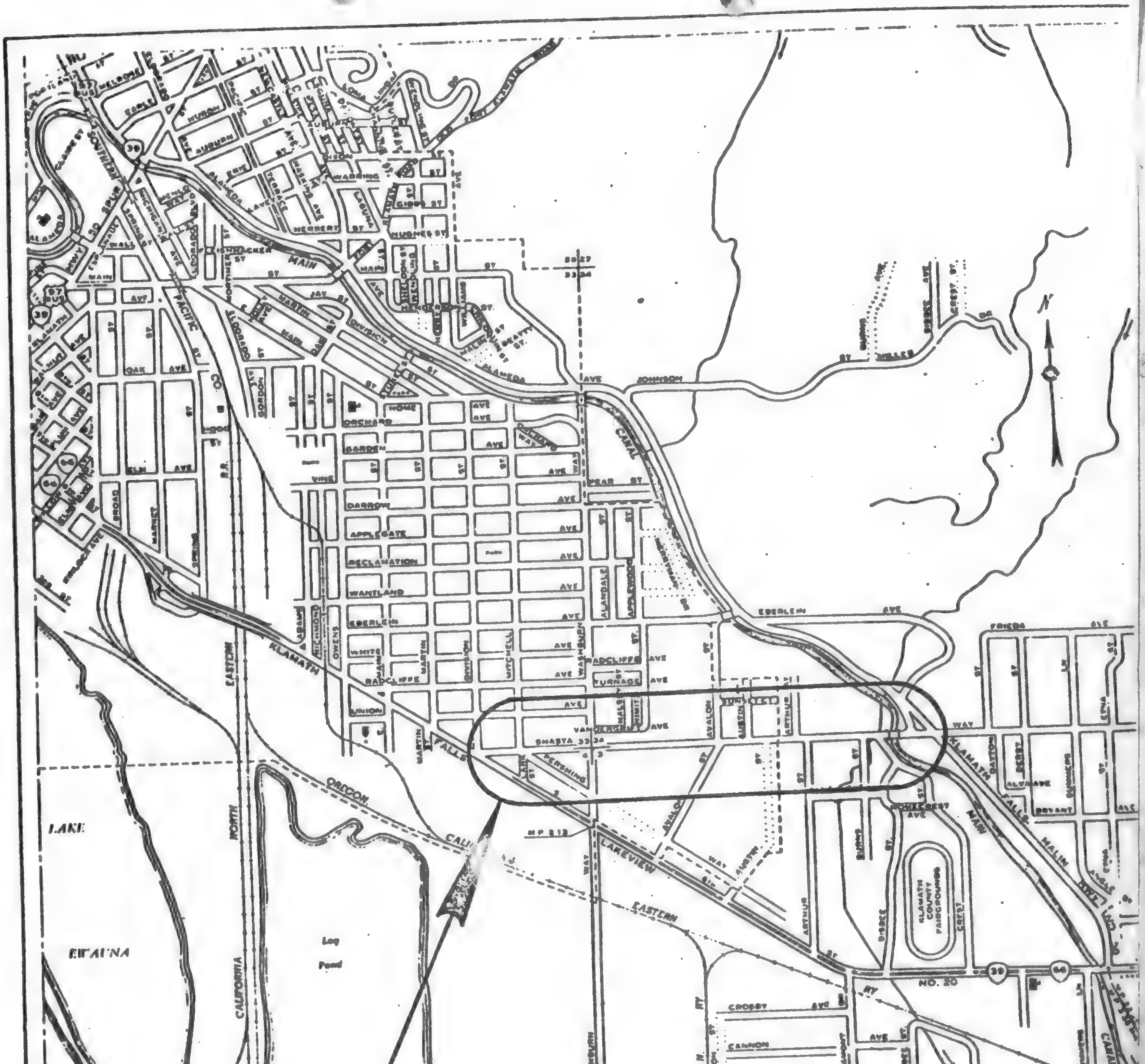
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ____________________

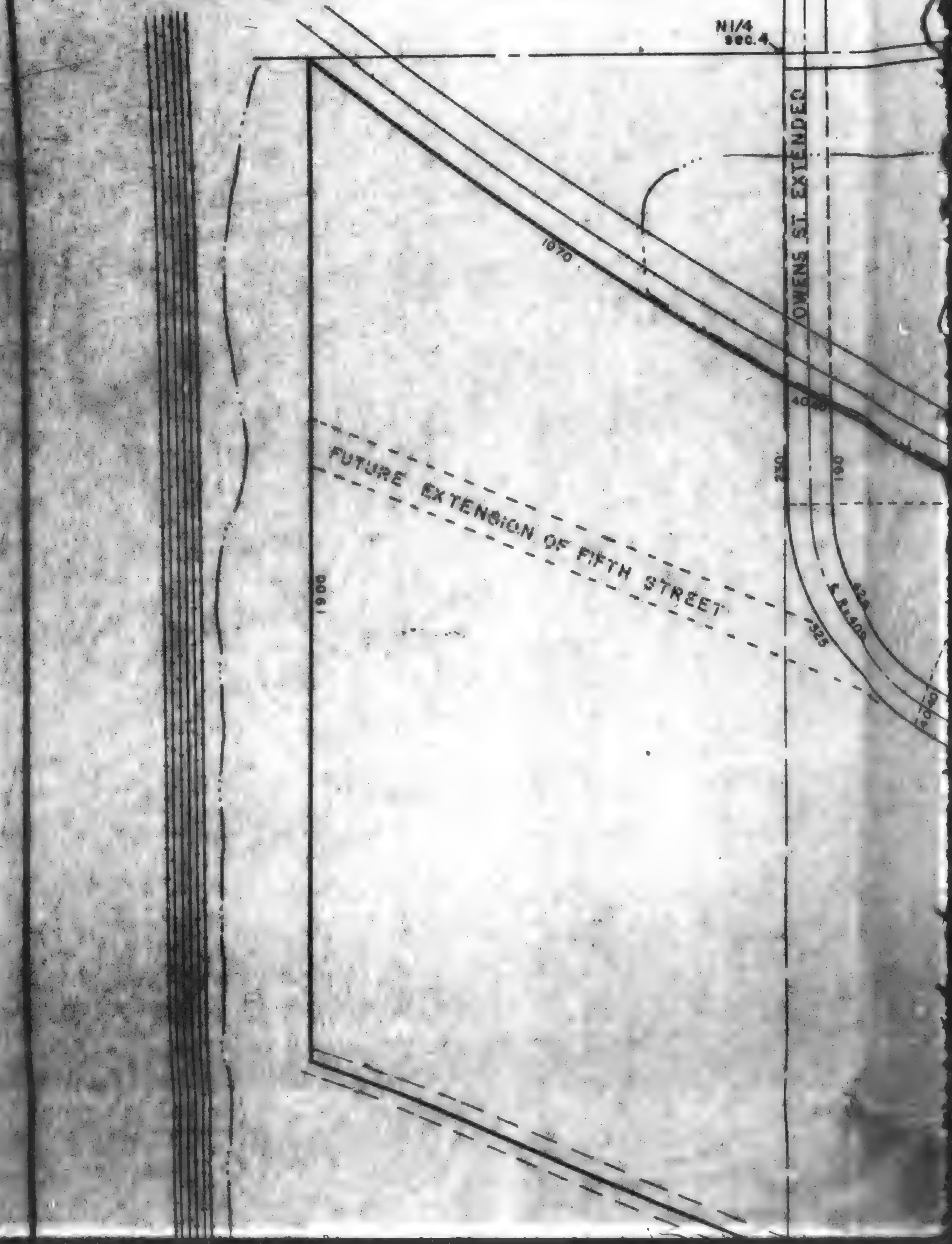
This project is deemed a Non-Major Action.

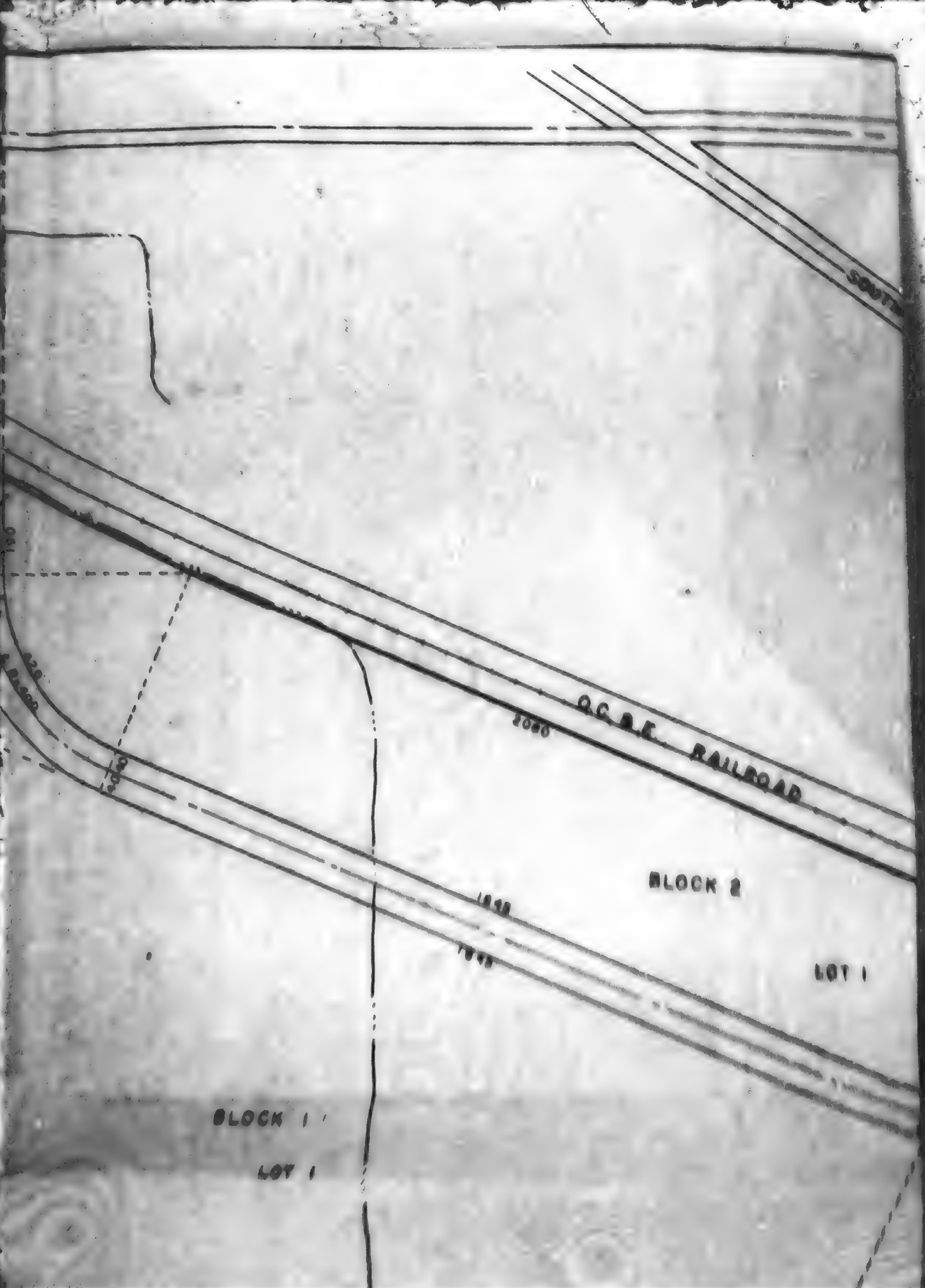


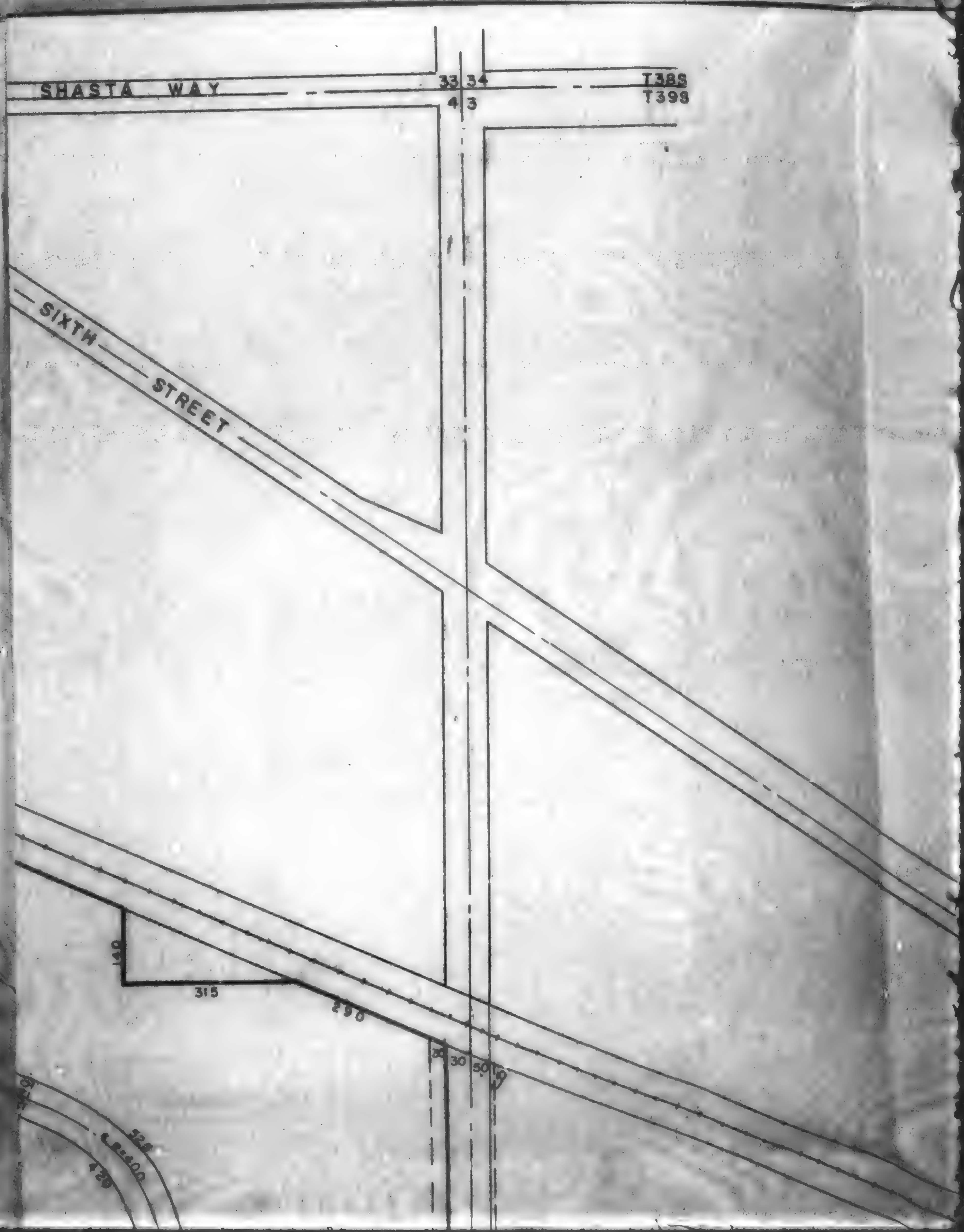
PROPOSED F. A. URBAN
SYSTEM PROJECT

8764

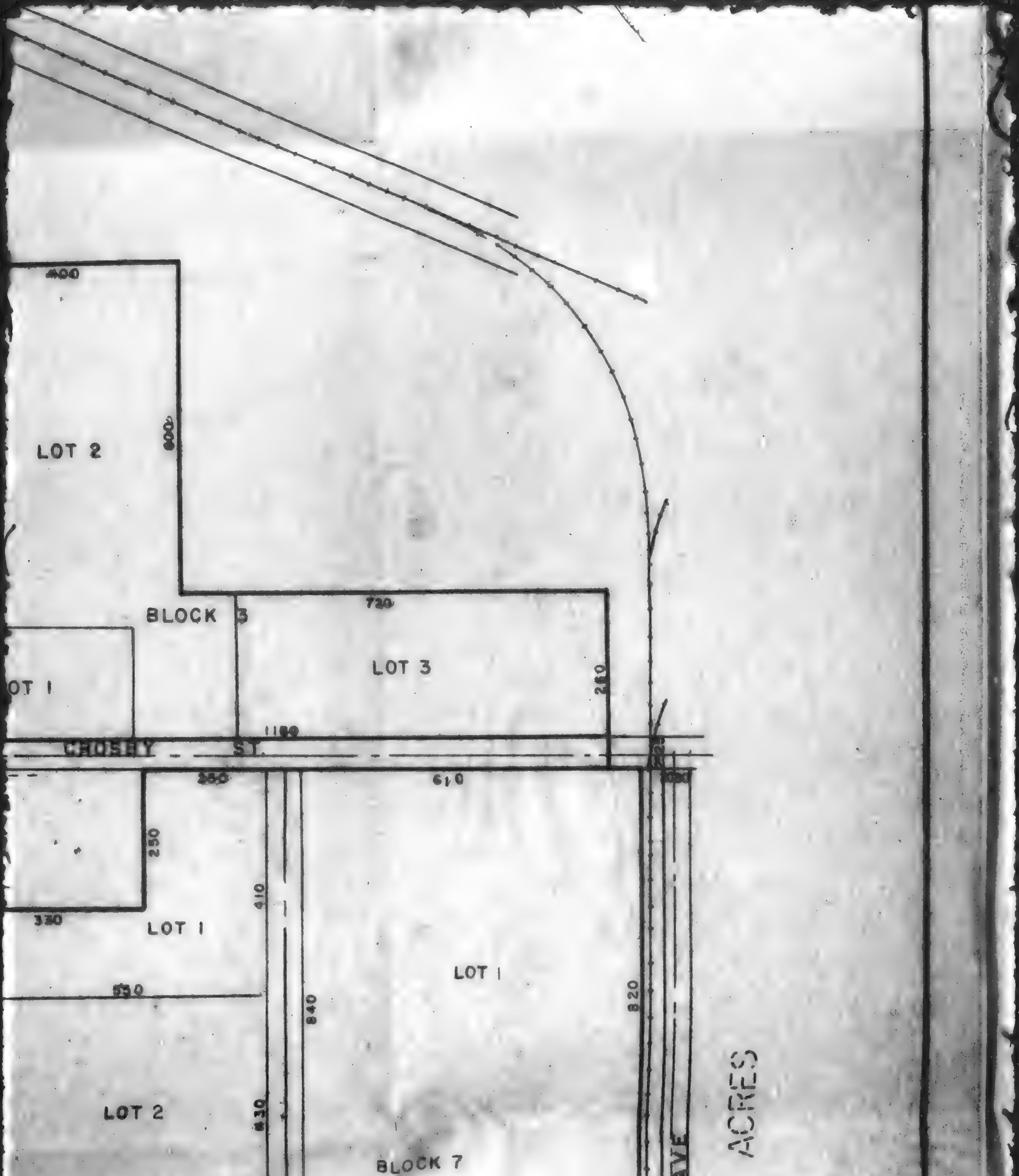
GENERAL FILES



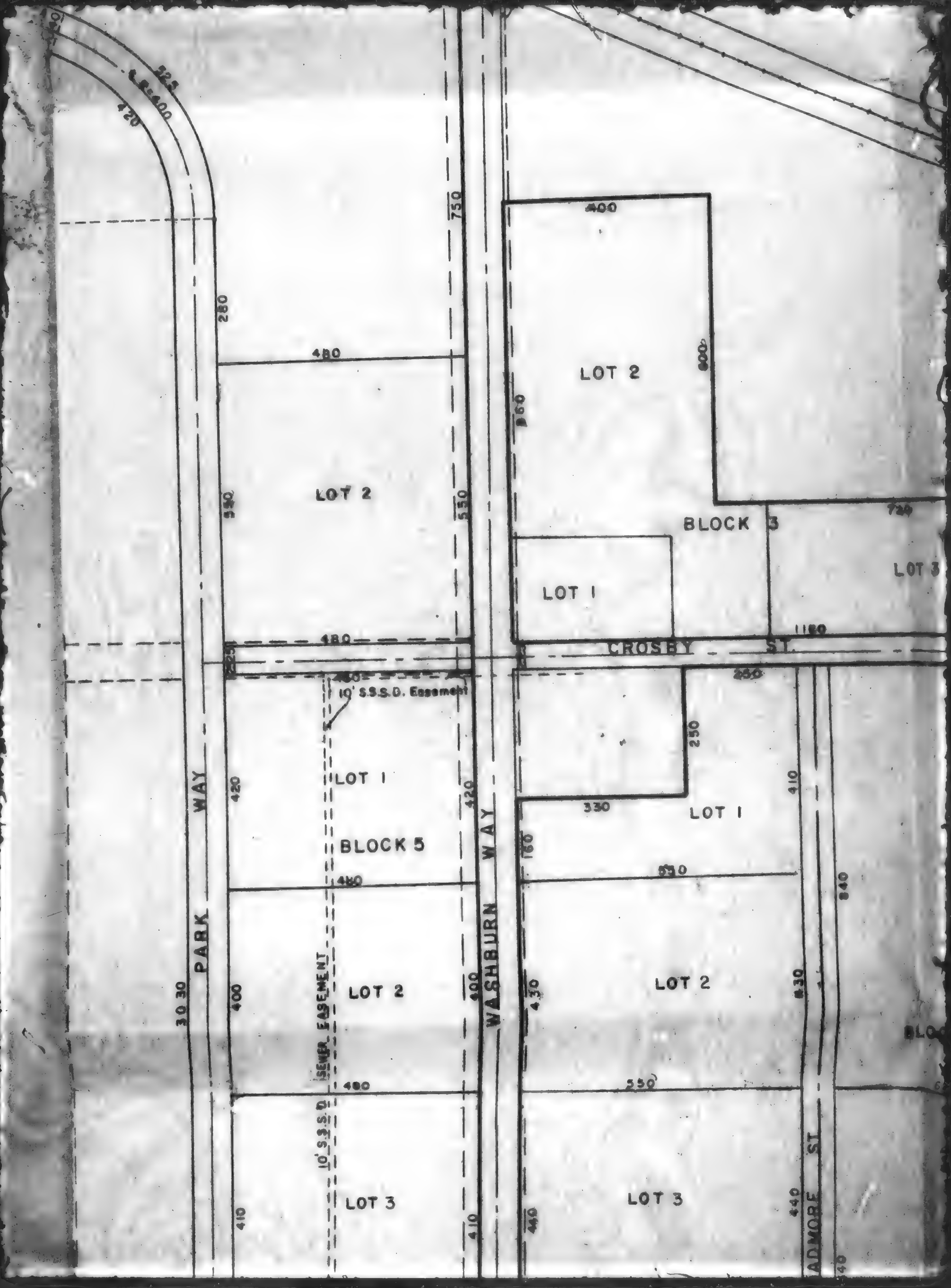

SOUTH
O.C.&E. RAILROAD
2080
BLOCK 2
1818
1948
LOT 1
BLOCK 1
LOT 1

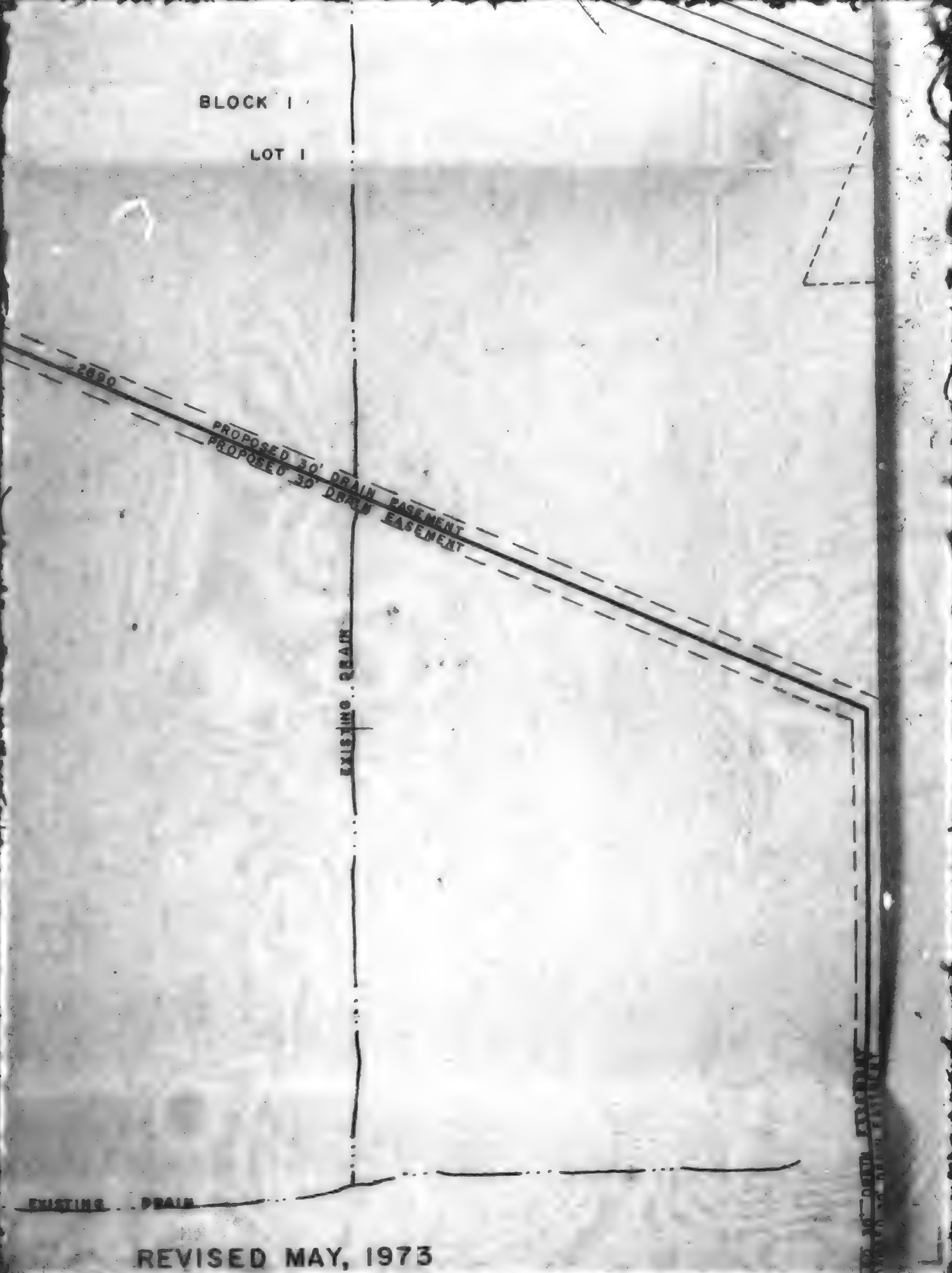

SHASTA WAY
33
34
4
3
T38S
T39S
SIXTH STREET
140
315
290
30
30
50
10
328
420

T38S
T39S
50
50
400

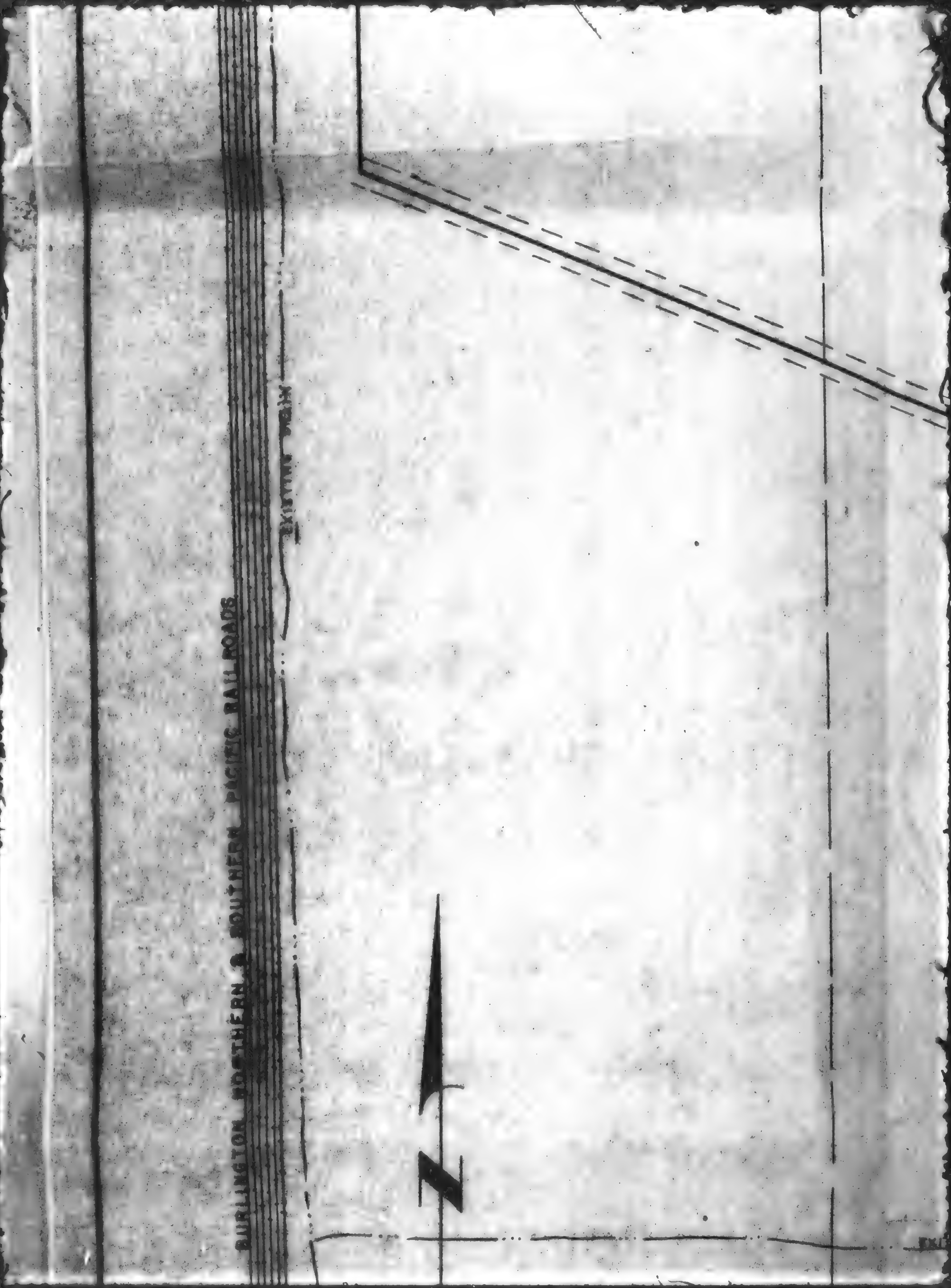


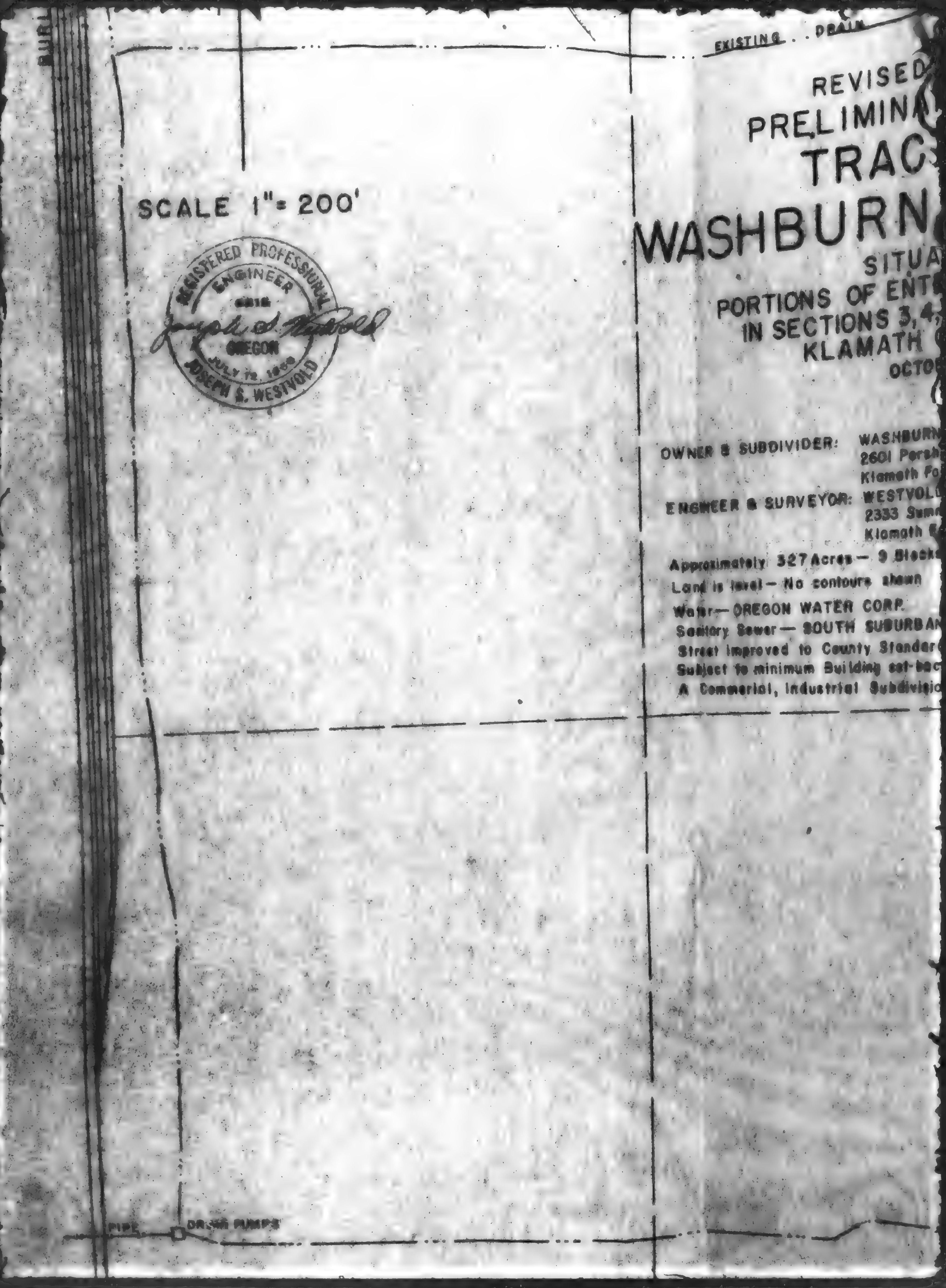
400
LOT 2
800
BLOCK 3
720
LOT 3
280
LOT 1
1189
CROSBY ST
250
610
250
330
LOT 1
410
550
840
LOT 1
820
LOT 2
830
BLOCK 7
AVE
550
610
ST
LOT 3
440
ORE
LOT 2
ON
ALTAMONT ACRES


520
525
R=400
420
750
400
280
480
LOT 2
800
LOT 2
860
550
550
BLOCK 3
720
LOT 3
LOT 1
480
CROSBY ST
1180
25
480
10' S.S.S.D. Easement
250
250
LOT 1
420
420
LOT 1
BLOCK 5
330
LOT 1
410
160
480
550
840
PARK WAY
WASHBURN WAY
SEWER EASEMENT
LOT 2
400
400
430
LOT 2
830
BLO
3030
480
550
10' S.S.S.D
LOT 3
410
410
440
LOT 3
440
ADMORE ST
40



REVISED MAY, 1973


BURLINGTON NORTHERN & SOUTHERN PACIFIC RAILROADS
EXISTING DITCH
N



Joseph S. Westvold

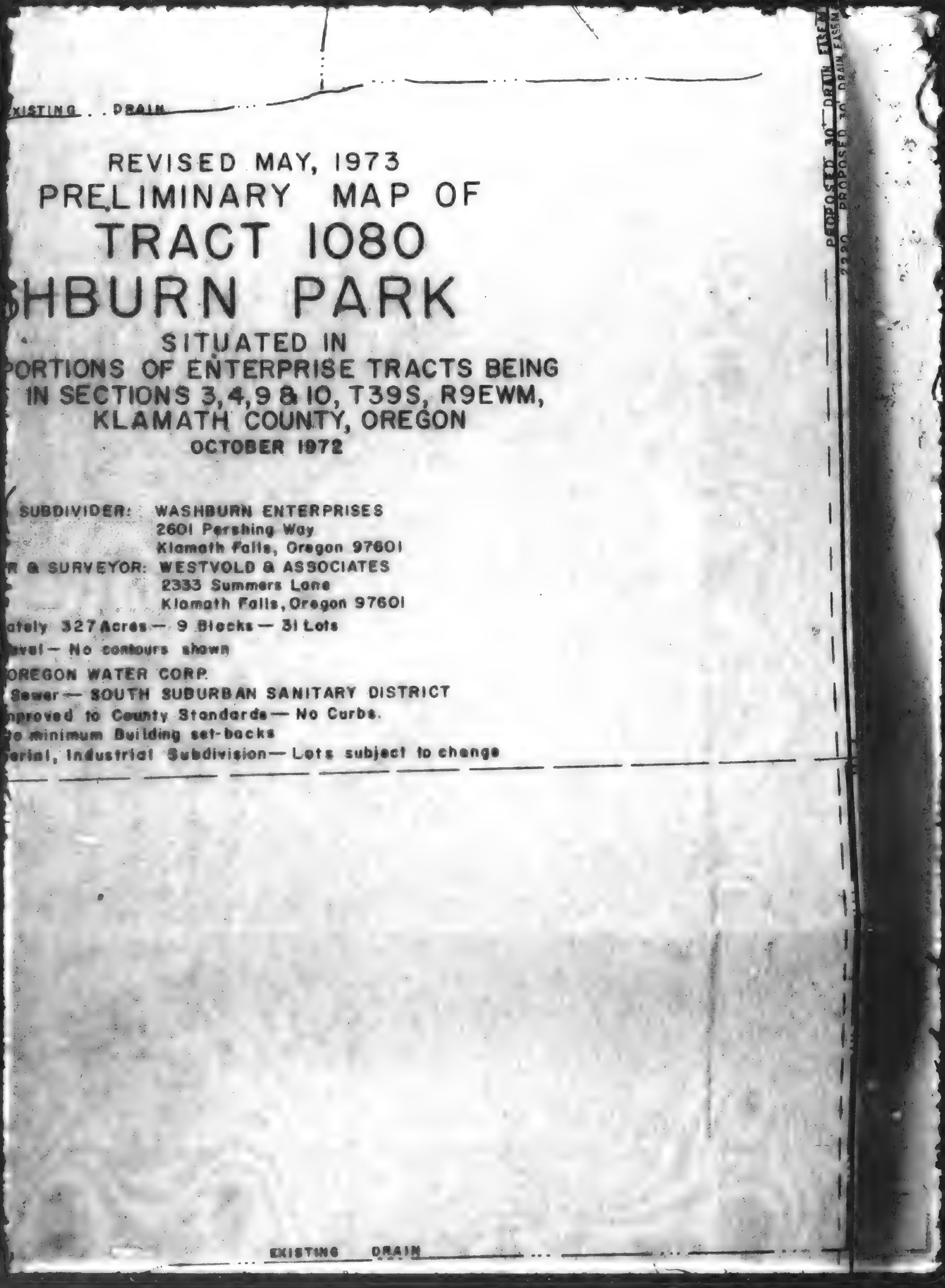
JOSEPH S. WESTVOLD
JULY 12, 1950

REVISED
PRELIMINA
TRAC
WASHBURN
SITUA
PORTIONS OF ENT
IN SECTIONS 3, 4,
KLAMATH
OCTO

OWNER & SUBDIVIDER: WASHBURN
2601 Persh
Klamath Fo

ENGINEER & SURVEYOR: WESTVOL
2333 Summ
Klamath F

Approximately 327 Acres — 9 Blocks
Land is level — No contours shown
Water — OREGON WATER CORP.
Sanitary Sewer — SOUTH SUBURBAN
Street improved to County Standard
Subject to minimum Building set-bac
A Commerial, Industrial Subdivisio

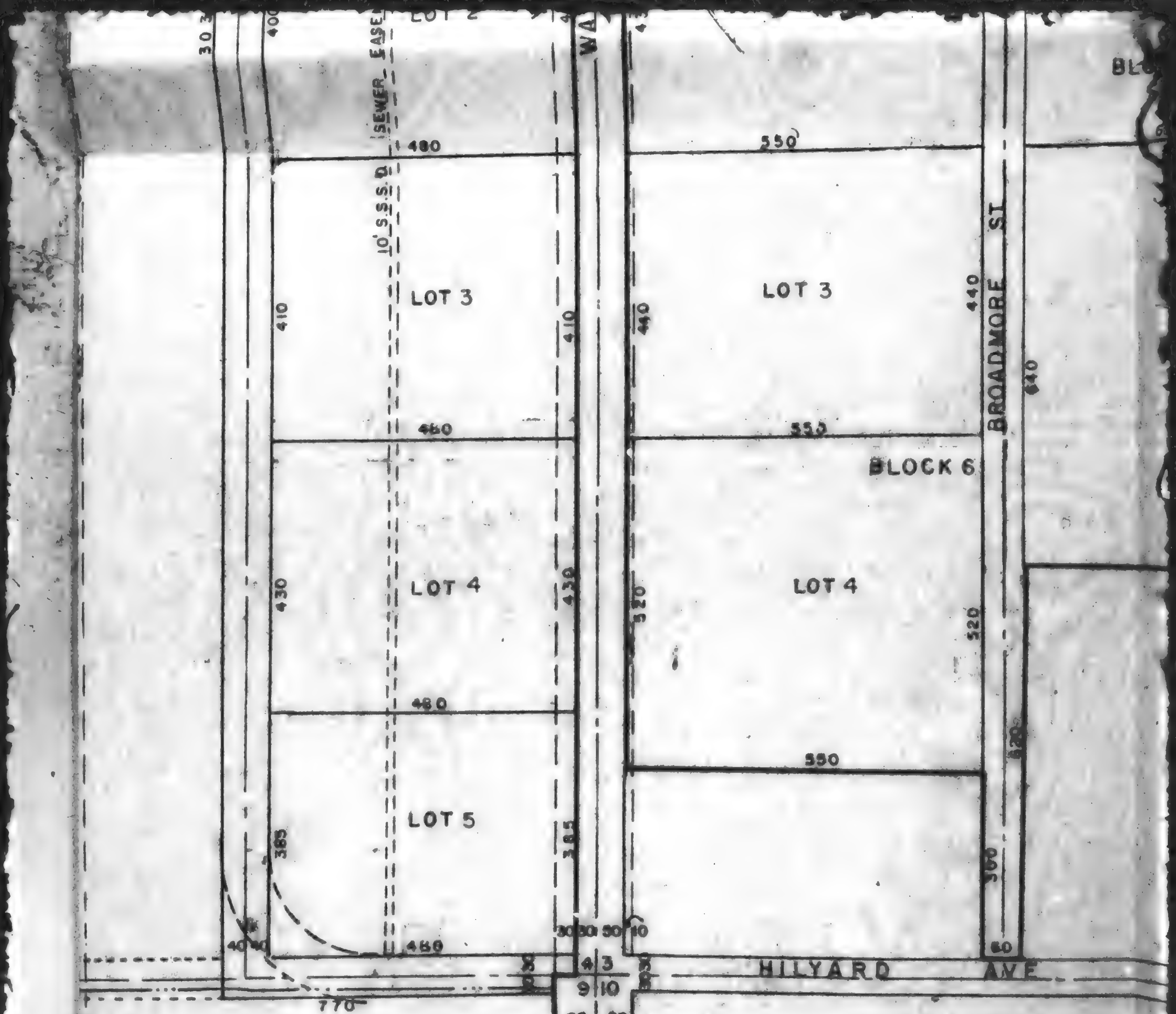


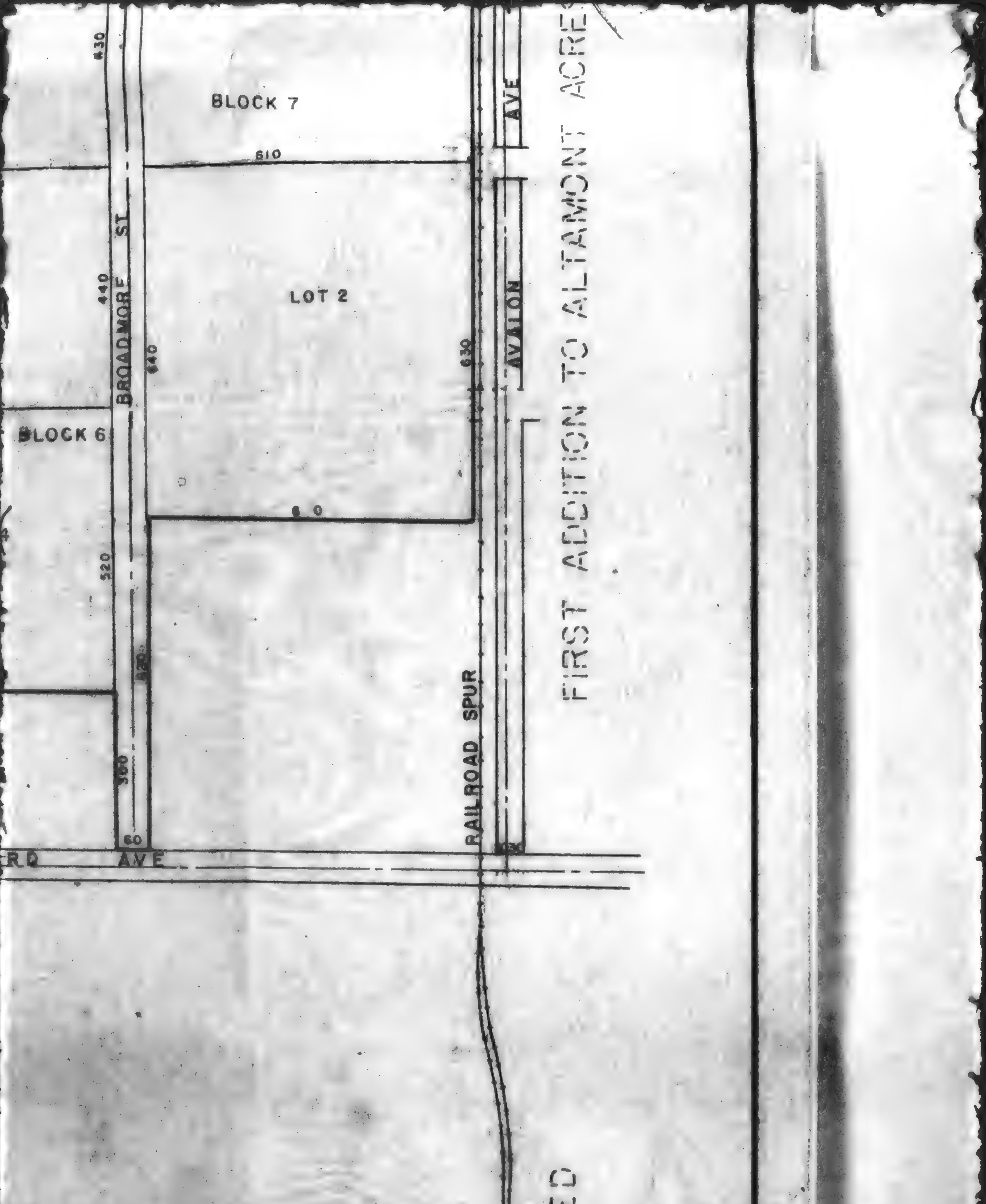
REVISED MAY, 1973

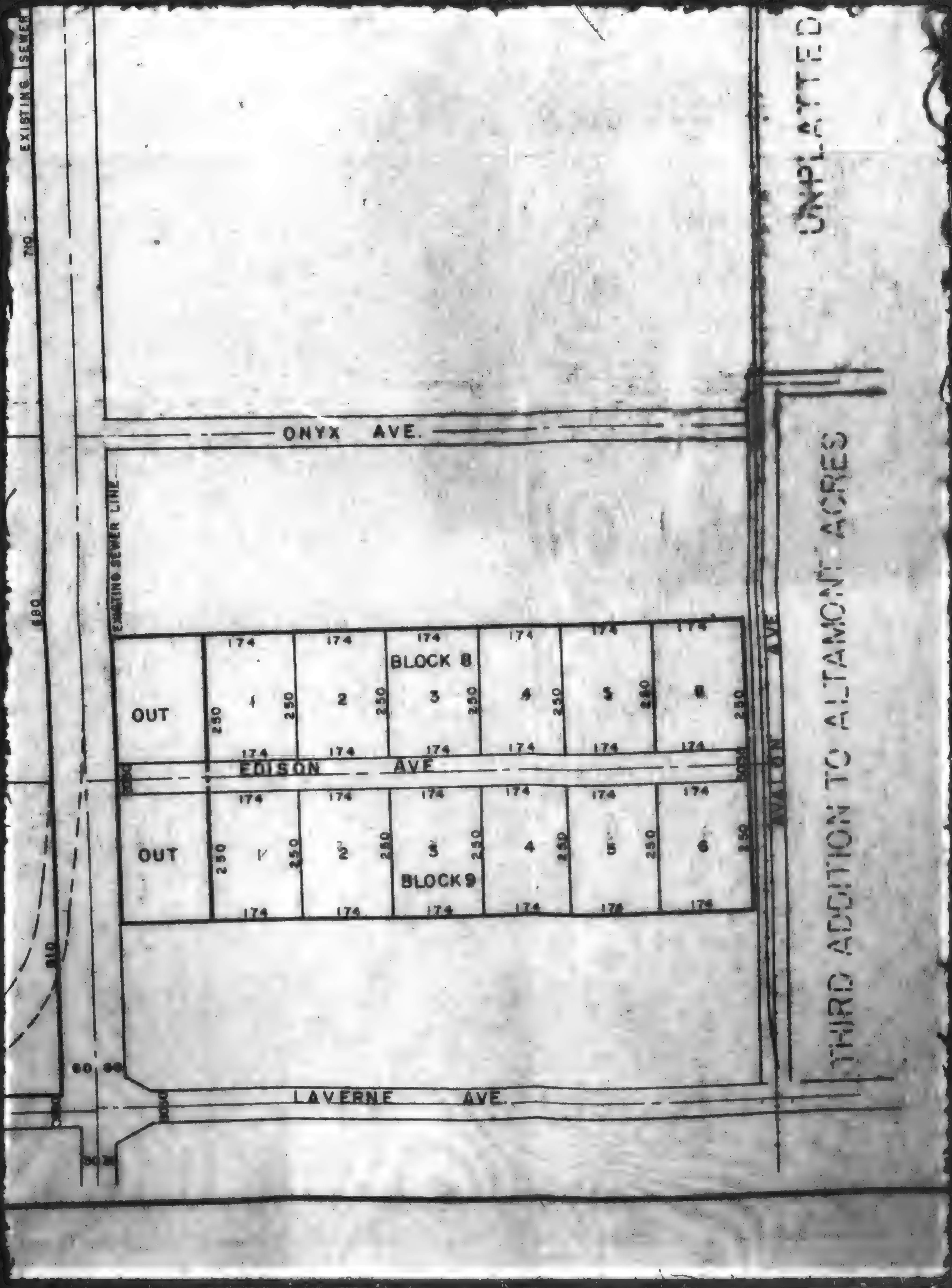
PRELIMINARY MAP OF
TRACT 1080
SHBURN PARK

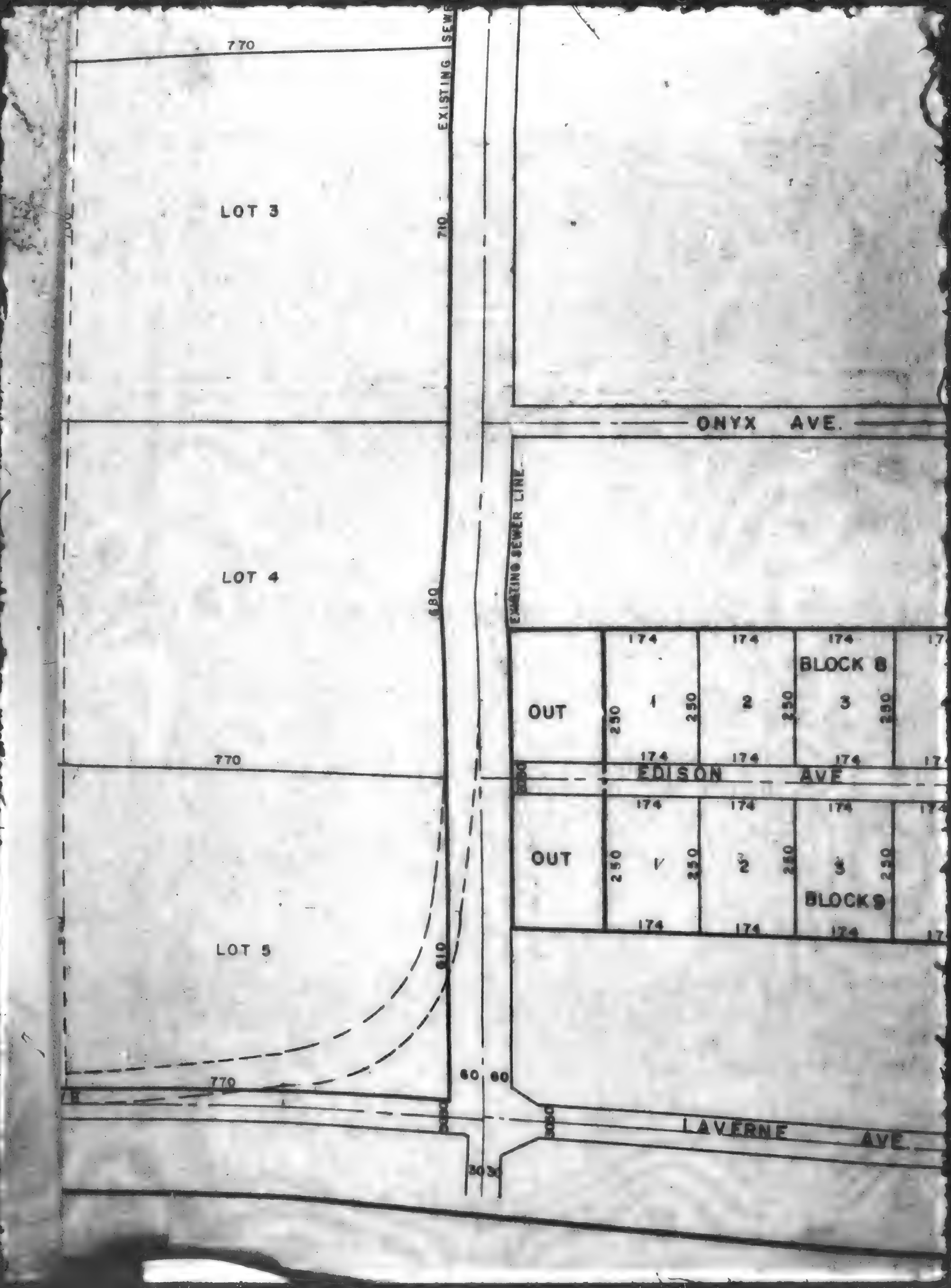
SITUATED IN
PORTIONS OF ENTERPRISE TRACTS BEING
IN SECTIONS 3,4,9 & 10, T39S, R9EWM,
KLAMATH COUNTY, OREGON
OCTOBER 1972

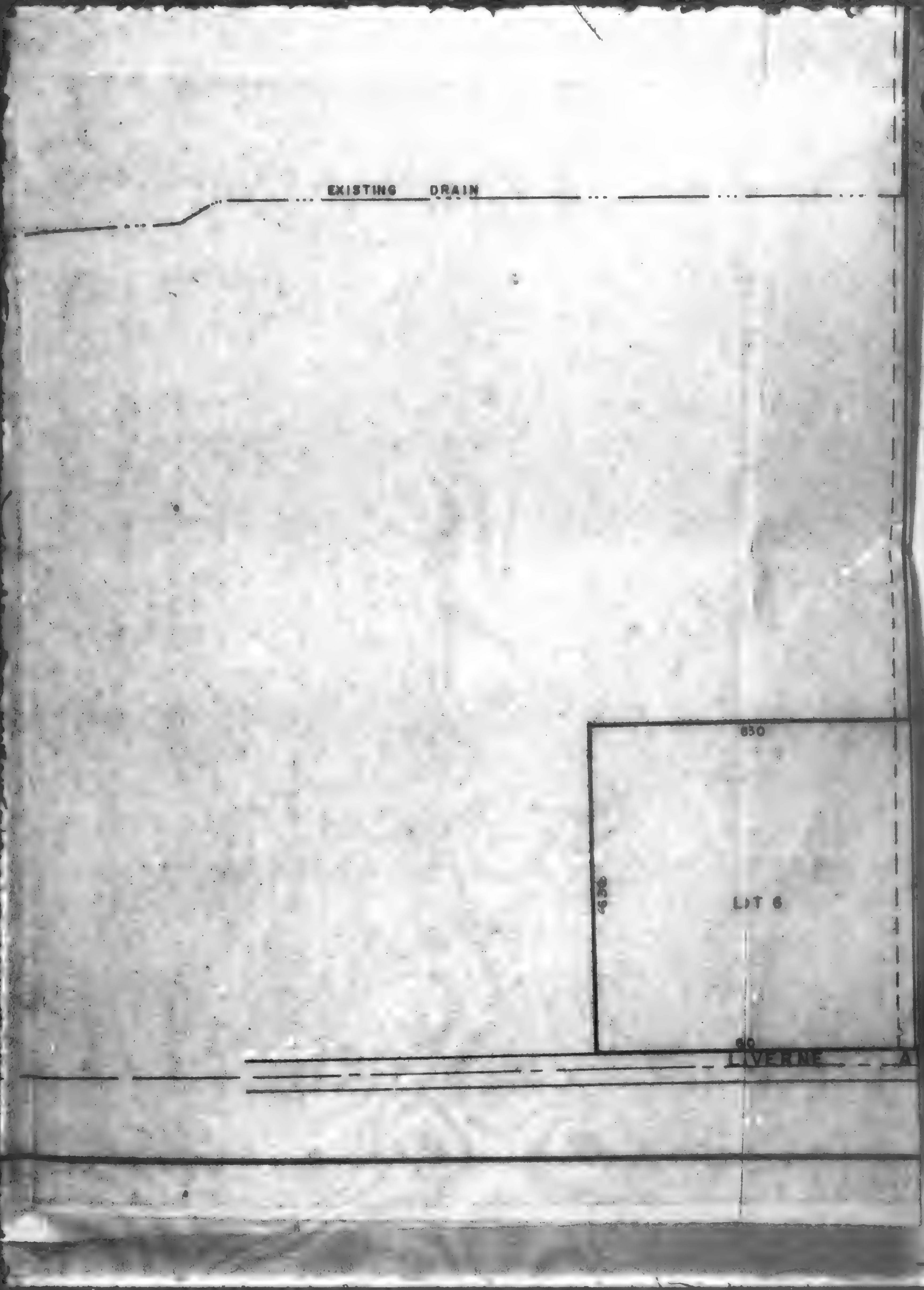
SUBDIVIDER: WASHBURN ENTERPRISES
2601 Pershing Way
Klamath Falls, Oregon 97601
R & SURVEYOR: WESTVOLD & ASSOCIATES
2333 Summers Lane
Klamath Falls, Oregon 97601
ately 327 Acres — 9 Blocks — 31 Lots
evel — No contours shown
OREGON WATER CORP.
Sewer — SOUTH SUBURBAN SANITARY DISTRICT
nproved to County Standards — No Curbs.
to minimum Building set-backs
erial, Industrial Subdivision — Lots subject to change

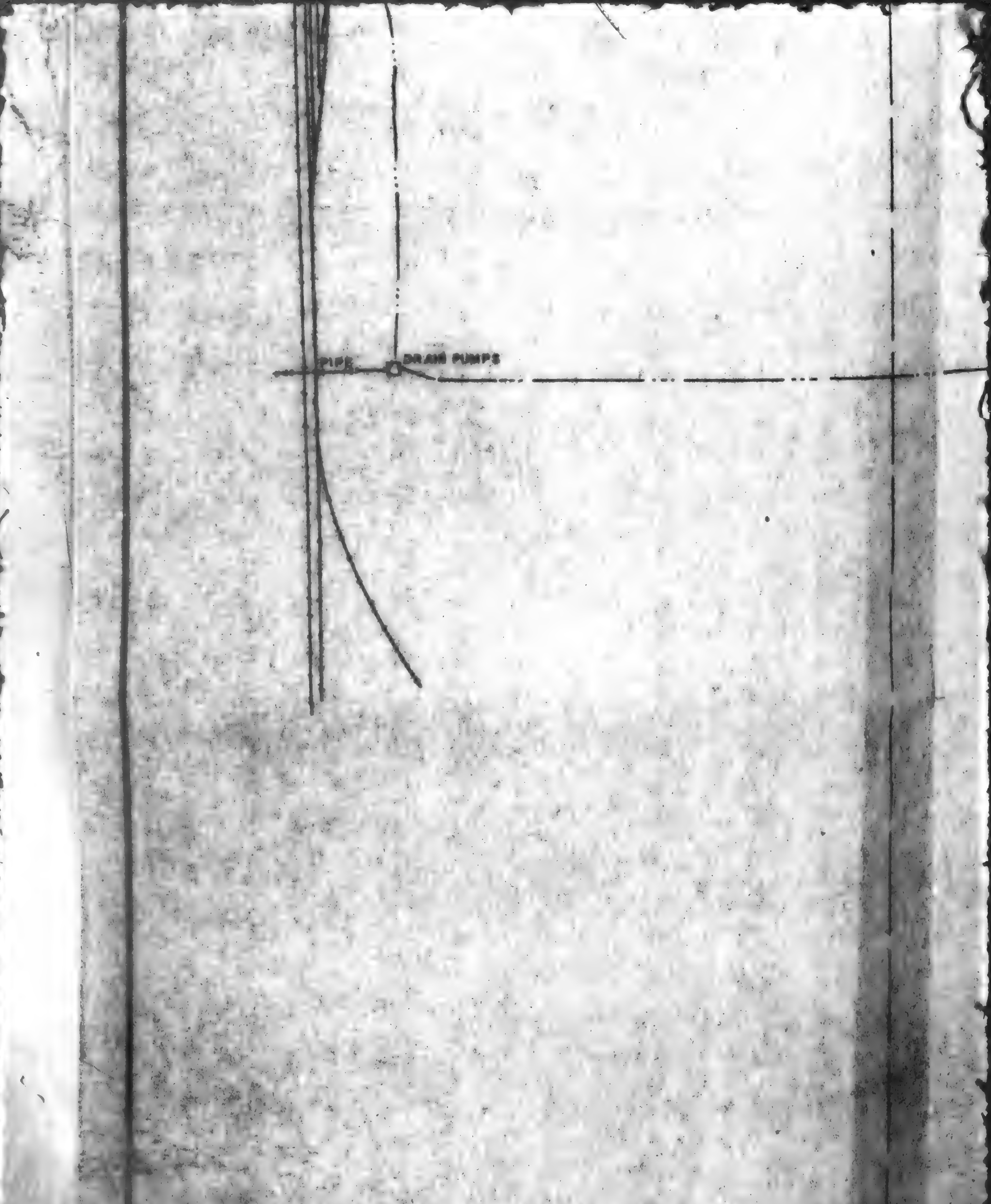

LOT 2
30
400
SEWER EASE
WA
BL
480
550
10' S.S.S.D.
LOT 3
410
410
440
LOT 3
440
BROADMORE ST
440
460
550
BLOCK 6
LOT 4
430
430
520
LOT 4
520
520
480
550
LOT 5
385
385
300
40 40
480
30 30 30 30
60
HILYARD AVE
4 3
9 10
770
60 60
LOT 2
900
EXISTING SEWER LINE
770
LOT 3


BLOCK 7
610
LOT 2
BLOCK 6
BROADMORE ST
440
640
520
620
360
60
630
AVALON AVE
RD AVE
RAILROAD SPUR
FIRST ADDITION TO ALTAMONT ACRE
LATTED


EXISTING SEWER
710
690
810
EXISTING SEWER LINE
UNPLATTED
ONYX AVE.
BLOCK 8
OUT
1
2
3
4
5
6
174
250
EDISON AVE
WALTON AVE
BLOCK 9
OUT
1
2
3
4
5
6
174
250
THIRD ADDITION TO ALTAMONT ACRES
60
60
LAVERNE AVE.
30
30


770
EXISTING SEWER
LOT 3
710
ONYX AVE.
LOT 4
680
EXISTING SEWER LINE
174
BLOCK 8
OUT
1
2
3
250
770
EDISON AVE
OUT
1
2
3
BLOCK 9
LOT 5
610
60
60
770
LAVERNE AVE.
30
30


EXISTING DRAIN
830
46.38
LOT 6
80
LAVERNE A


PIPE
DRAIN PUMPS

5. IMPROVEMENT OF SHASTA WAY BETWEEN SOUTH SIXTH STREET A EASTSIDE BYPASS AND WIDENING OF SOUTH SIXTH STREET BETWEEN ADAMS AND WASHBURN WAY. Councilman Pernell stated he feels the Council has had ple of discussion in open meetings and at the noon study session this date regarding the proposed improvement of Shasta Way and the widening of South Sixth Street. He stated he has no discussion. Councilman Wynne expressed an interest in hearing from the audience if anyone has a view not previously expressed. The Mayor asked if anyone had something new to offer. Mr. Don Stonehill, 5499 Villa Drive, stated he has not attended previous meetings on this matter. He asked if removal of parking from only one side of South Sixth Street has been considered. Councilman Wynne stated this question was asked at the study session. He stated the lanes would be very tight and would actually be four feet less than usual. The Public Works Director agreed. Mr. Stonehill commented about the large number of accidents at Owens and South Sixth Streets and East Main and South Sixth Streets. He stated a left-turn lane is needed. Councilman Pernell did not feel that Mr. Stonehill had offered a new point. Mr. Gino Carnini, 2167 Harvard Street, stated he wasn't notified of the study session held earlier in the day. He asked if the State or City made any changes in the proposed plan which was presented three months ago. The Mayor asked if Mr. Carnini meant the plan presented at the public hearing, and Mr. Carnini answered yes. The Director of Public Works answered there has been no change. Councilman Wynne stated he could find little fault with the engineering, but he felt there were more factors involved. He moved that the Council ask the State Highway Division to complete the project to South Sixth Street, to bar left-turns, and to not install a light at South Sixth St. and Shasta Way. He stated the motion includes deepening the left-turn lane at Washburn Way and South Sixth to hold 9 to 10 cars. He stated removal of parking would not be required, except perhaps at Washburn Way in the direction of Lark St. Mayor Flitcraft called for a second to the motion. Councilman Douglas asked if Councilman Wynne meant the elimination of left turns off South Sixth onto Adams, East Main St., etc. Councilman Wynne answered no, just at Shasta Way. Mayor Flitcraft called for a second to the motion. Mayor Flitcraft again called for a second to the motion. Councilman Douglas pointed out that he could ask for an explanation of the motion. The Mayor answered certainly, but the matter shouldn't be debated until it is on the floor. As there was no second to Councilman Wynne's motion, the Mayor declared it lost for lack of a second. Councilman Phelps pointed out that the Council must make a decision. He stated some businesses will lose parking in front of their stores, but the stores are not totally without parking. He stated if the project is approved, there will be a year to solve the problems. He stated if the South Sixth Street problem isn't solved now it will still exist for some future Council to solve. He expressed reluctance to make a motion which would affect some of the fine business people. He stated there comes a time when you just have to move objectively. He moved to proceed with the project as presented. The Mayor reviewed the motion. Councilman Brite asked for clarification of the motion. He asked if the motion includes removal of parking the entire length of Sixth Street, or just a minimum amount for installation of the traffic light. Councilman Phelps answered removal of parking as proposed by the State Highway Division to include signalization and a left-hand turn at Shasta Way. Councilman Brite expressed agreement, and seconded the motion. Councilman Wynne stated he doesn't feel sufficient study has been made by the State Highway Division. He stated he has asked the Division to study a long left-turn lane at Washburn Way and very little has been done in this regard. He stated he thinks the Council's first obligation is to the business and the economical well being of the community, not necessarily to moving traffic. He stated he thinks the economic climate is such that business needs some help. He stated there are many more factors that haven't been delved into, and he cited the sidewalk situation. He stated parking a block away won't help a business. Councilman Douglas concurred. Councilman Phelps stated he feels the same way. Councilman Wynne asked why Councilman Phelps isn't voting that way. Councilman Phelps indicated that he didn't have advertising accounts. The Mayor used the gavel. Councilman Pernell stated the Council will be damned if it approves the project, and damned if it doesn't. He felt the problem would come back to haunt the Council if the project isn't approved. He stated he believes the project is the best proposal at the present time. He stated h

one side of South Sixth St. [illegible] question was asked at the study session. He stated the lanes would be very tight and would actually be four feet less than usual. The Public Works Director agreed. Mr. Stonehill commented about the large number of accidents at Owens and South Sixth Streets and East Main and South Sixth Streets. He stated a left-turn lane is needed. Councilman Pernell did not feel that Mr. Stonehill had offered a new point. Mr. Gino Carnini, 2167 Harvard Street, stated he wasn't notified of the study session held earlier in the day. He asked if the State or City made any changes in the proposed plan which was presented three months ago. The Mayor asked if Mr. Carnini meant the plan presented at the public hearing, and Mr. Carnini answered yes. The Director of Public Works answered there has been no change. Councilman Wynne stated he could find little fault with the engineering, but he felt there were more factors involved. He moved that the Council ask the State Highway Division to complete the project to South Sixth Street, to bar left-turns, and to not install a light at South Sixth St. and Shasta Way. He stated the motion includes deepening the left-turn lane at Washburn Way and South Sixth to hold 9 to 10 cars. He stated removal of parking would not be required, except perhaps at Washburn Way in the direction of Lark St. Mayor Flitcraft called for a second to the motion. Councilman Douglas asked if Councilman Wynne meant the elimination of left turns off South Sixth onto Adams, East Main St., etc. Councilman Wynne answered no, just at Shasta Way. Mayor Flitcraft called for a second to the motion. Mayor Flitcraft again called for a second to the motion. Councilman Douglas pointed out that he could ask for an explanation of the motion. The Mayor answered certainly, but the matter shouldn't be debated until it is on the floor. As there was no second to Councilman Wynne's motion, the Mayor declared it lost for lack of a second. Councilman Phelps pointed out that the Council must make a decision. He stated some businesses will lose parking in front of their stores, but the stores are not totally without parking. He stated if the project is approved, there will be a year to solve the problems. He stated if the South Sixth Street problem isn't solved now it will still exist for some future Council to solve. He expressed reluctance to make a motion which would affect some of the fine business people. He stated there comes a time when you just have to move objectively. He moved to proceed with the project as presented. The Mayor reviewed the motion. Councilman Brite asked for clarification of the motion. He asked if the motion includes removal of parking the entire length of Sixth Street, or just a minimum amount for installation of the traffic light. Councilman Phelps answered removal of parking as proposed by the State Highway Division to include signalization and a left-hand turn at Shasta Way. Councilman Brite expressed agreement, and seconded the motion. Councilman Wynne stated he doesn't feel sufficient study has been made by the State Highway Division. He stated he has asked the Division to study a long left-turn lane at Washburn Way and very little has been done in this regard. He stated he thinks the Council's first obligation is to the business and the economical well being of the community, not necessarily to moving traffic. He stated he thinks the economic climate is such that business needs some help. He stated there are many more factors that haven't been delved into, and he cited the sidewalk situation. He stated parking a block away won't help a business. Councilman Douglas concurred. Councilman Phelps stated he feels the same way. Councilman Wynne asked why Councilman Phelps isn't voting that way. Councilman Phelps indicated that he didn't have advertising accounts. The Mayor used the gavel. Councilman Pernell stated the Council will be damned if it approves the project, and damned if it doesn't. He felt the problem would come back to haunt the Council if the project isn't approved. He stated he believes the project is the best proposal at the present time. He stated he would hate to add to the problem at Washburn Way. He stated he has to go along with Councilman Phelps's motion. He cited the fact that motorists must "buy" parking downtown. Mayor Flitcraft called for the question, and on voice vote Councilmen Douglas and Wynne dissented. The Mayor declared the motion carried.

6. FILING OF PUBLIC UTILITY EASEMENT - LYNNEWOOD AND LAKESHO GARDENS SUBDIVISIONS. The Director of Public Works reviewed his written report which recommended that the Council adopt a resolution authorizing the Mayor and Recorder to execute a public utility easement on certain lots and blocks in Lakeshore Gardens and Lynnewood Subdivisions. He displayed a transparency of the area and

8764 GENERAL FILES 8

3-

TO THE CITY COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON

We, the undersigned owners of businesses on East Main Street, protest the removal of parking on South Sixth Street at any point between the viaduct and Wasburn Way, for the major reason that alternatives to this removal of parking have not been given sufficient study. The proposed removal of parking should be taken into consideration only in connection with the South Side By Pass, and the new truck route and at the time these improvements are actually in operation.

Further the removal of parking is going to seriously affect business in that area, where street parking will be prohibited, with a resulting loss of business to the proprietors of businesses along East Main Street.

NAME OF BUSINESS:

Lucas & Howard Furn. By: [illegible]
Address: [illegible] E. Main

* Klamath Auto Radio & Stereo By: [illegible]
Address: 202 E. Main

[illegible] By: [illegible]
Address: [illegible]

* Ed-Pat Electric By: [illegible]
Address: [illegible] E. Main

EAST MAIN SHOE & LEATHER SHOP
By: [illegible]
Address: [illegible] E. Main St.

DAN MIG EL'S
By: Michael D Luraitta
Address: 255 E MAIN ST

BATSELL BROS. OIL Co By: [illegible]
Addr [illegible]

We, the undersigned owners of businesses on East Main Street, protest the removal of parking on South Sixth Street at any point between the viaduct and Wasburn Way, for the major reason that alternatives to this removal of parking have not been given sufficient study. The proposed removal of parking should be taken into consideration only in connection with the South Side By Pass, and the new truck route and at the time these improvements are actually in operation.

Further the removal of parking is going to seriously affect business in that area, where street parking will be prohibited, with a resulting loss of business to the proprietors of businesses along East Main Street.

NAME OF BUSINESS:

Lucas + Howard Furn. By:
Address: [illegible] E. Main

* [illegible] Auto Radio & STEREO By: [illegible]
Address: 202 E. Main

[illegible] By: [illegible]
Address: [illegible]

* Ed-Pat Electric By: [illegible]
Address: [illegible] E. [illegible]

EAST MAIN SHOE & LEATHER SHOP By: [illegible]
Address: [illegible] E. Main St.

DAN MIG EL'S By: Michael D [illegible]
Address: 255 E MAIN ST

BATSELL BROS. OIL Co By: [illegible]
Address: 259 E. Main ST.

Vanity Cleaners By: [illegible]
Address: 314-E Main St.

1

NAME OF BUSINESS:

[illegible] By: [illegible]

Address: [illegible]

By:

Address: 351 E Main St

Granades Cyclery By: [illegible] T. Granades

Address: 345 E Main

Bill's Lock Shop By: Donald [illegible]

KLAMATH MUSIC CENTER
515 East Main
Klamath Falls, Oregon 97601

Address:

By: Estel Pastren

[illegible] Shop 538 Main

Address: [illegible] Main

By: [illegible]

Address:

Sewing Machine Center By: Don Tost

Address: 1414 E Main

Basin Glass & Alum By: Gayle Pickerill

The Sherwin-Williams Co.
1229 EAST MAIN
KLAMATH FALLS, OREGON 97601

Address:

By: Joan Weston

HOLMES FOUR WHEEL DRIVE CENTER
1200 East Main Street
Klamath Falls, Ore. 97601

Address: 1229 E Main

By: [illegible]

Address: 1200 East Main

By: James W. [illegible]

Billies Little Kitchen
1056 E Main

Address: 1803 E MAIN

[illegible]

By: [illegible]

DICK LO[illegible] OWNER
[illegible]
[illegible]

Address: [illegible]

[illegible]
[illegible] EAST MAIN KL[illegible]

By: Curtis Locken

Address: 1000 E MAIN

Basin Sr. Ctr. By: Ivan Eccle

Address: 1201 E Main

By:

Address:

By:

Address:

Address:

By:

Address: 351 E Main St

Granados Cyclery By: Jose T. Granados

Address: 345 E Main

Bill's Lock Shop By:

KLAMATH MUSIC CENTER
515 East Main
Klamath Falls, Oregon 97601

Address:

By: Estel Parker

Address: [illegible]

[illegible] Shop 5.3 E Main

By: [illegible]

Address:

Sewing Machine Center By: Don Tost

Address: 1414 E Main

Basin Glass & Alum By: Gayle Pickrell

Address:

The Sherwin-Williams Co.
1229 EAST MAIN
KLAMATH FALLS, OREGON 97601

By: Joan Weston

HOLMES FOUR WHEEL DRIVE CENTER
1200 East Main Street
Klamath Falls, Ore. 97601

Address: 1229 E Main

By: James E Sohn

Address: 1200 east Main

By: James W. [illegible]

Billie's Little Kitchen
1050 E Main
~~Klamath Falls Or 97601~~

Address: 1003 E MAIN

By: Eleanor [illegible]

DICK [illegible] OWNER
[illegible]
EAST MAIN KL[illegible]

Address: [illegible]

By: Curtis Jackson

Address: 1000 E Main

Beacon [illegible]

By: Ivan Eccles

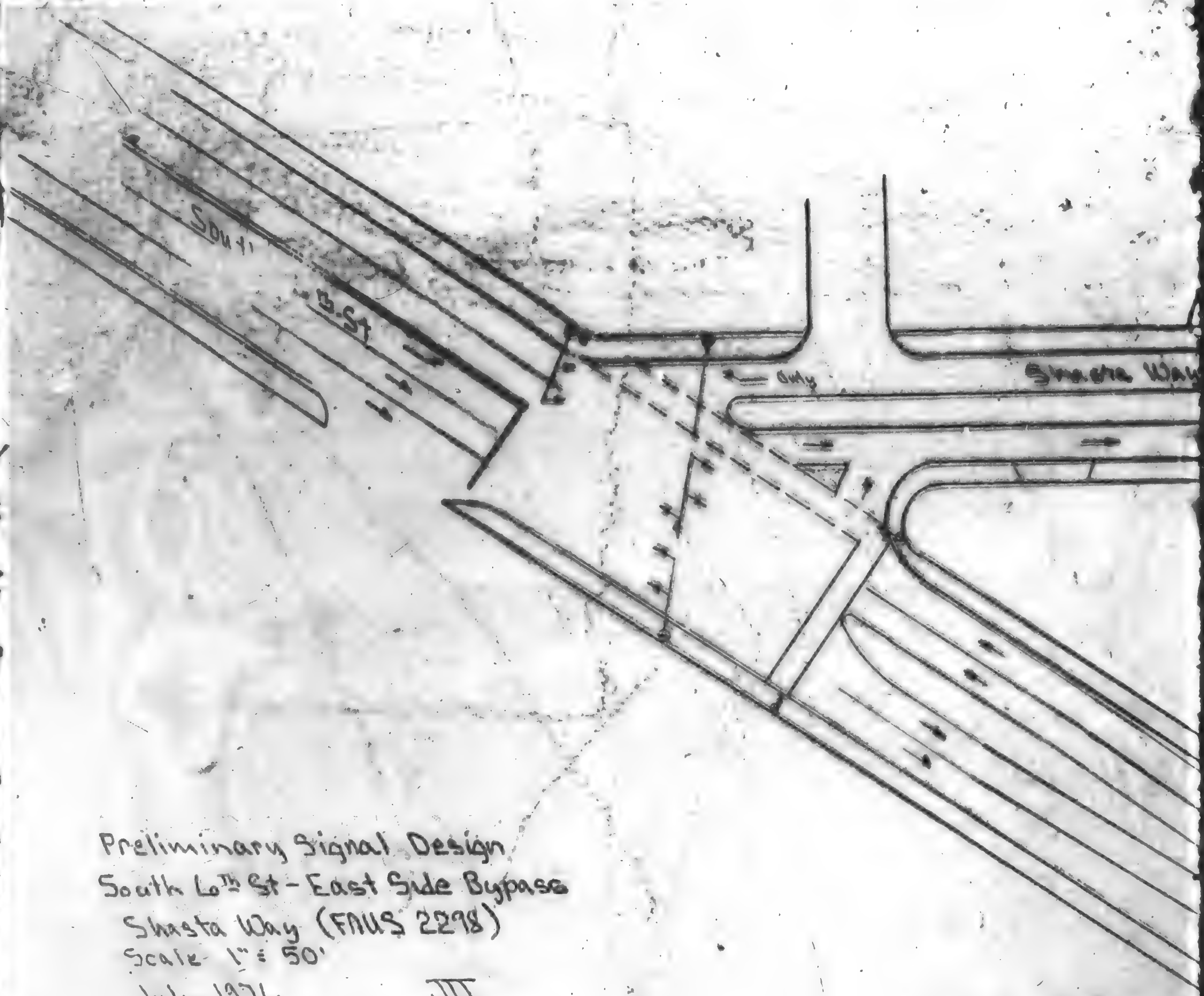
Address: 1201 E Main

By:

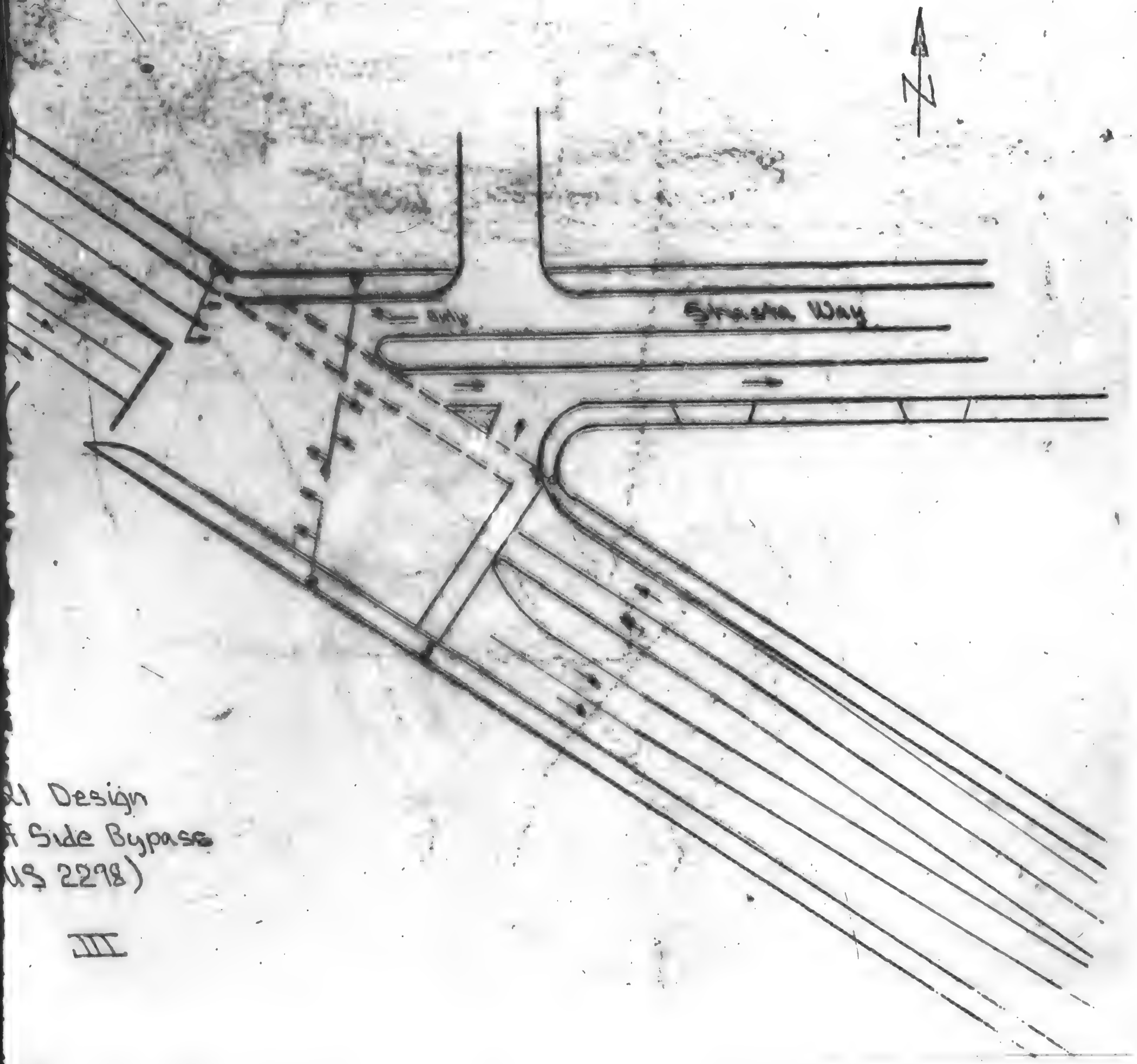
Address:

By:

Address:



Preliminary Signal Design
South 6th St - East Side Bypass
Shasta Way (FAUS 2298)
Scale 1" = 50'
July 1976 III

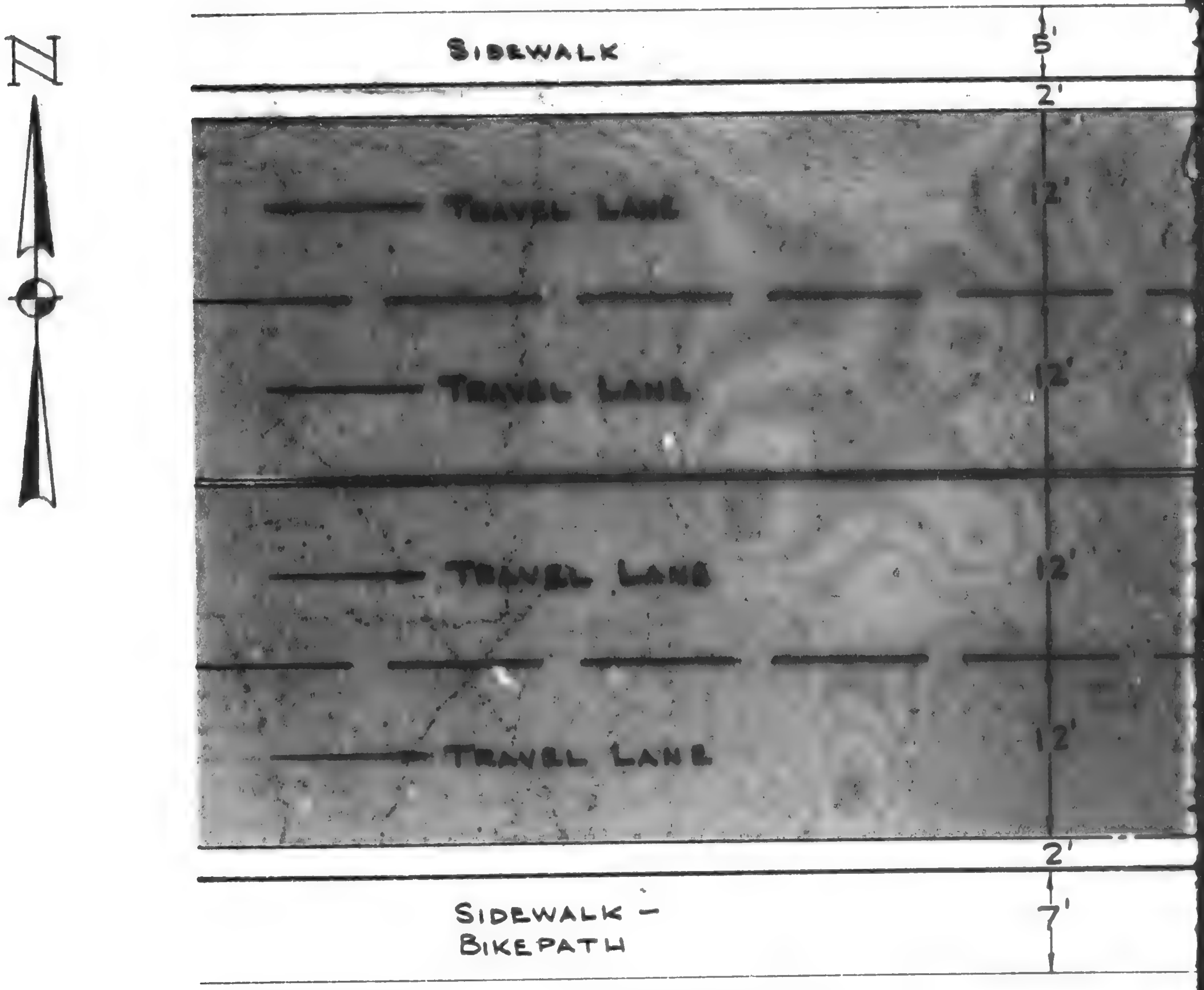


al Design
t Side Bypass
US 2298)

III

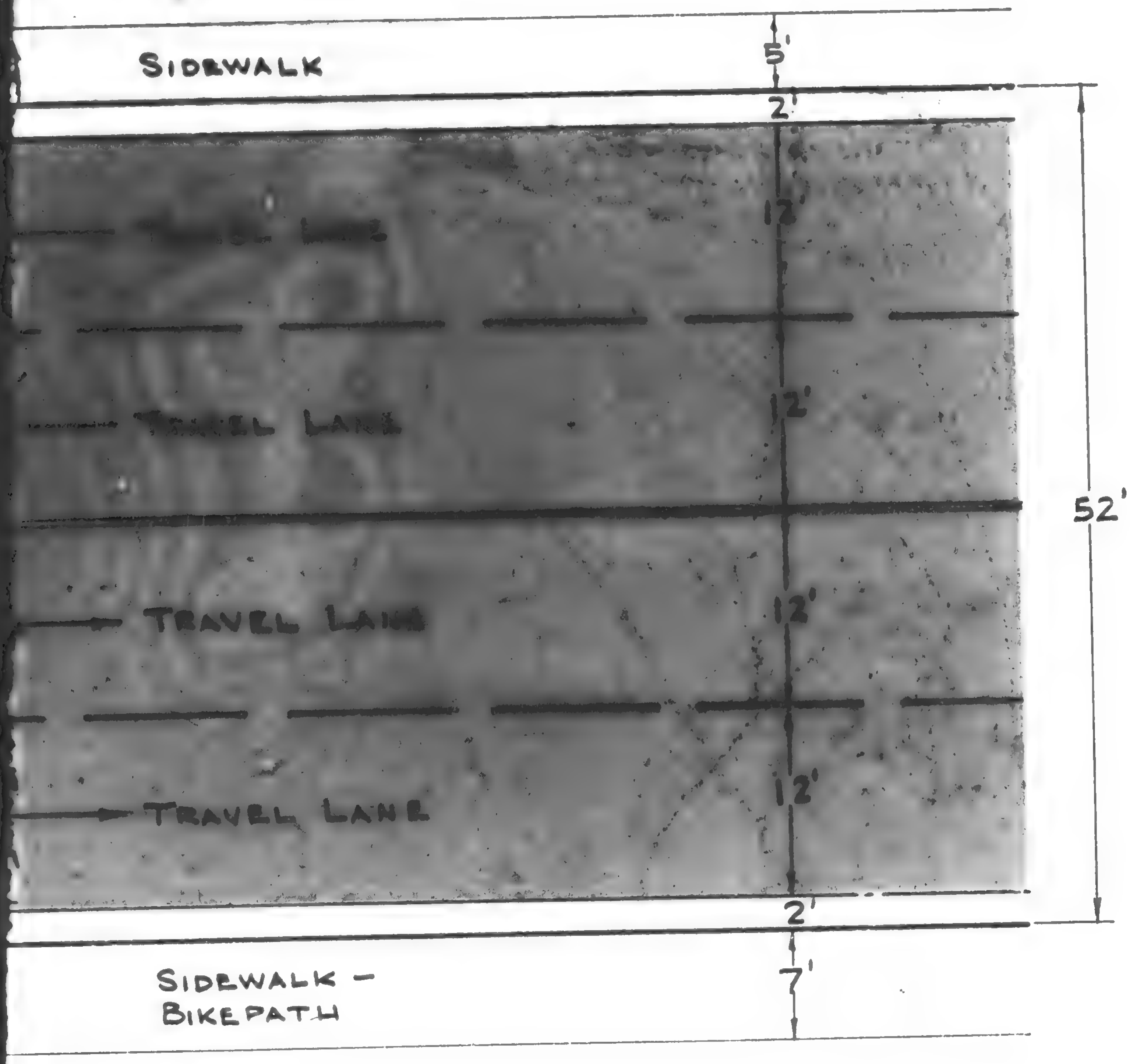
SHASTA WAY

WASHBURN WAY to AUSTIN STREET



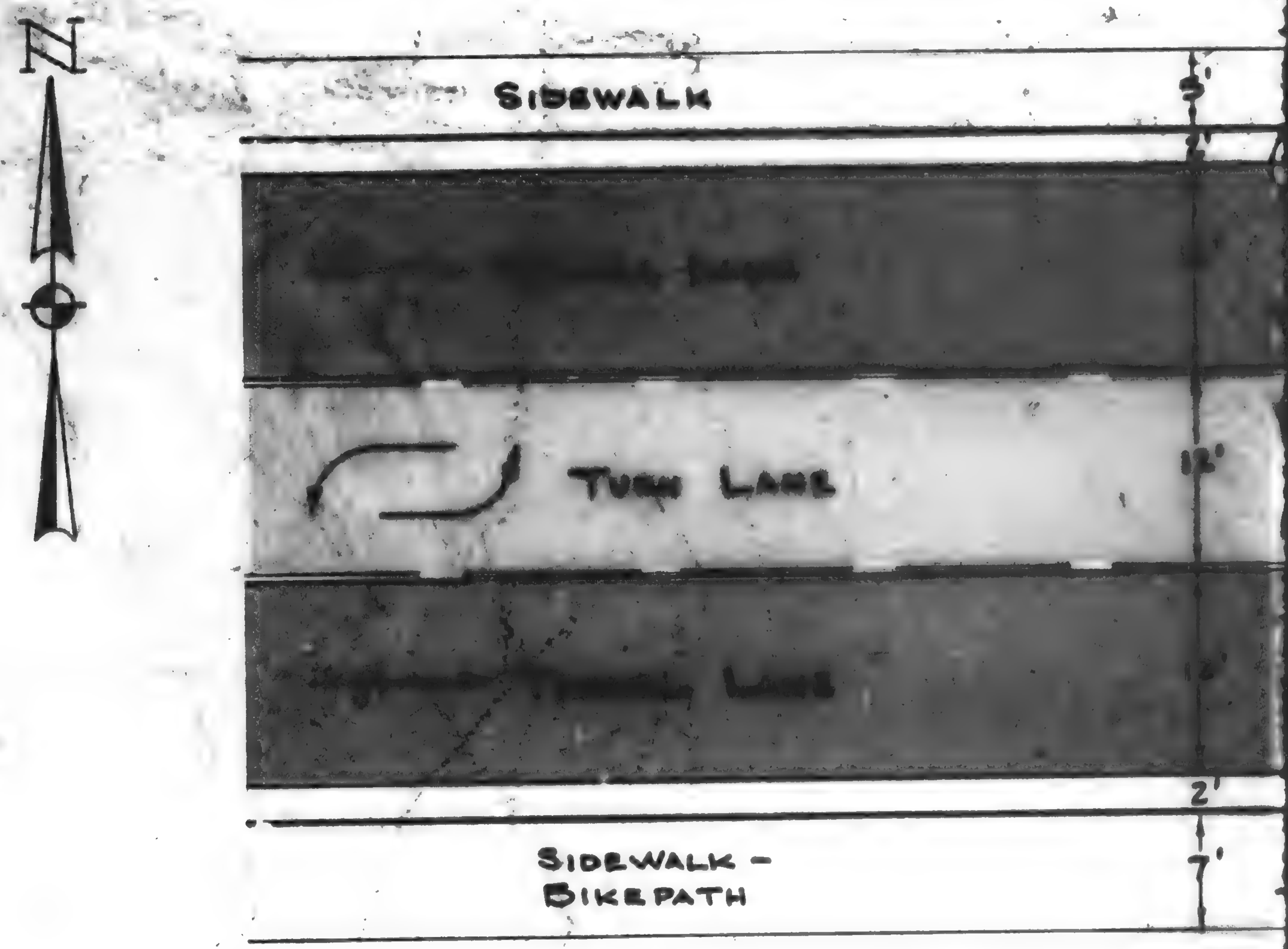
SHASTA WAY

WASHBURN WAY to AUSTIN STREET



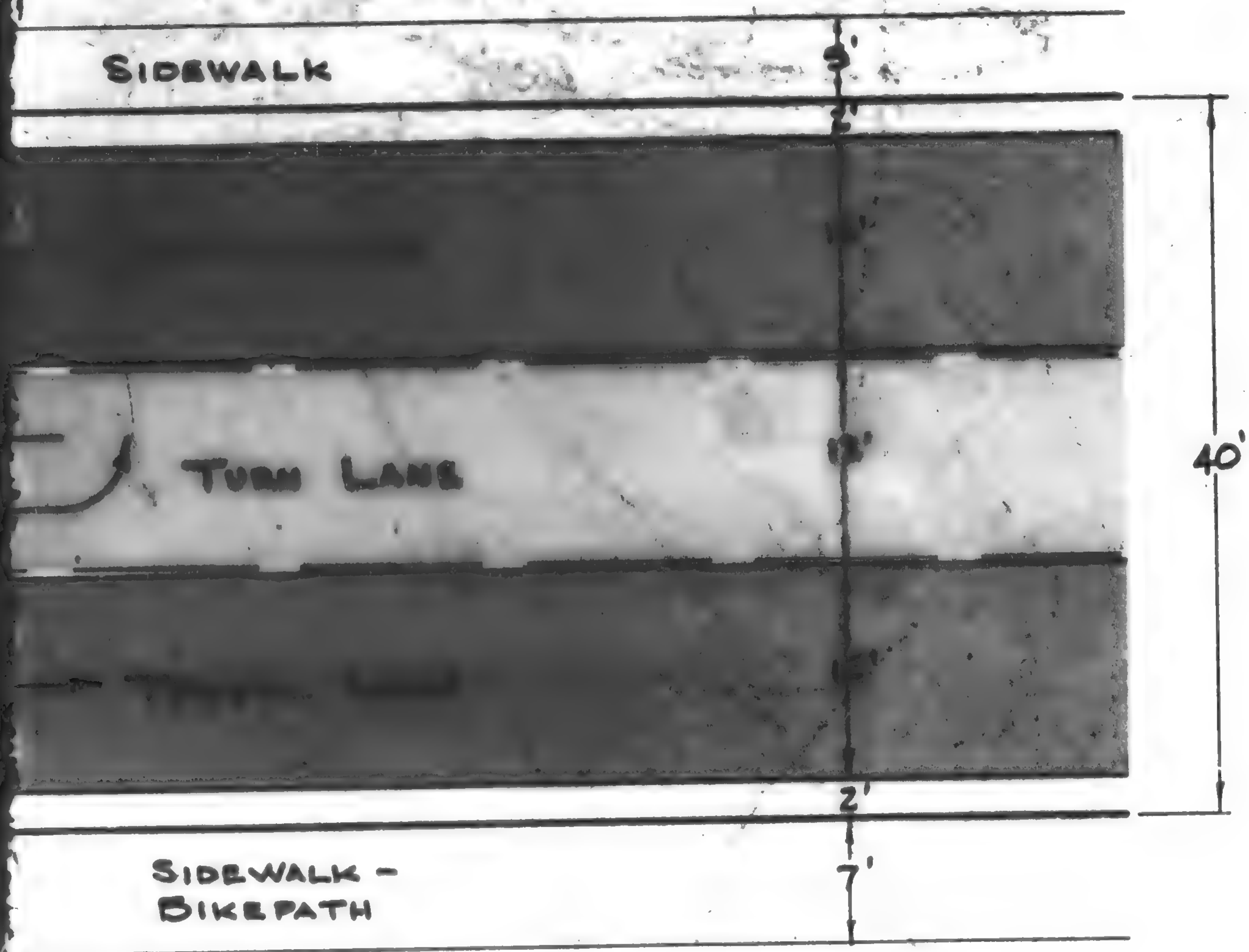
SHASTA WAY

SOUTH SIXTH STREET to WASHBURN WA
AUSTIN STREET to EAST SIDE BYPASS



SHASTA WAY

OUTH SIXTH STREET to WASHBURN WAY
USTIN STREET to EAST SIDE BYPASS



8764

8

8764 S. 6th St.-Eastside Bypass 197
(Klamath Falls) Sec. of Shasta
Way (Gr, pave, struc & sign) #1

8764

GENERAL FILES

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

July 7, 1976

FILE: 18-1915

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Hearing Notice
S. Sixth St.-Eastside Bypass
Shasta Way (FAUS 2298)
Klamath Falls

The City of Klamath Falls is planning to hold a formal hearing on the Shasta Way FAU project at 7:30 P.M. on August 9. An informational meeting will be held during the afternoon, 1:30 PM-4:30 PM. The meeting and the hearing will be in the City Council chambers.

A copy of their announcement is enclosed.

David Fenton

DSF:pw
Enclosures
cc: FHWA: David Carter
OSHD: Environmental Section
Location Section
Design Section
Right-of-Way Section
Cecil W. Head
E. J. Dunn
J. L. Gunter

RECEIVED
JUL 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

July 6, 1976

PROPOSED NEWS RELEASE:

The City of Klamath Falls has announced plans for construction on Shasta Way - South Sixth Street to East Side By-Pass. The proposal consists of the widening of Shasta Way from South Sixth Street to East Side By-Pass, to eliminate a portion of the parking on South Sixth Street adjacent to the Shasta Way-South Sixth Street intersection and/or to eliminate parking on each side of South Sixth Street-Washburn Way to the South Sixth Viaduct.

Maps, drawings, and an environmental assessment are available for inspection at the City of Klamath Falls, Public Works Department, City Hall. Any interested citizen is invited to attend and discuss the proposed improvements at the public hearing. Public input may be submitted in writing covering the social, economic, and environmental effects of this project. Written statements should be delivered to City of Klamath Falls, Public Works Department, 226 S. Fifth Street, Klamath Falls, Oregon on or before August 9, 1976.

The formal offer of a hearing will be published in the "Legal Notices" column of the Herald and News on July 8 and July 22, 1976.

SISTER CITY
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

July 6, 1976

Herald and News
1301 Esplanade Ave.
Klamath Falls, Oregon

Attn: Classified Ads Department

Gentlemen:

Please run the enclosed notice as a paid advertisement in your classified section under the heading of "Legal Notices". One column width will be fine. Run it July 8 and July 22. Submit your billing and one copy of an affidavit of publication to City of Klamath Falls, Public Works Department.

The notice is the City of Klamath Falls' official offer of a public hearing on the proposed project - the widening of Shasta Way from South Sixth Street to East Side By-Pass, to eliminate a portion of the parking on South Sixth Street adjacent to the Shasta Way-South Sixth Street intersection and/or to eliminate parking on each side of South Sixth Street-Washburn Way to the South Sixth Viaduct. The route is shown on the enclosed sketch map. Since some of the people potentially interested in the project may not read the classified columns, we would appreciate it if you would print an appropriate news item. A suggested news release is attached. Thanks.

Sincerely,

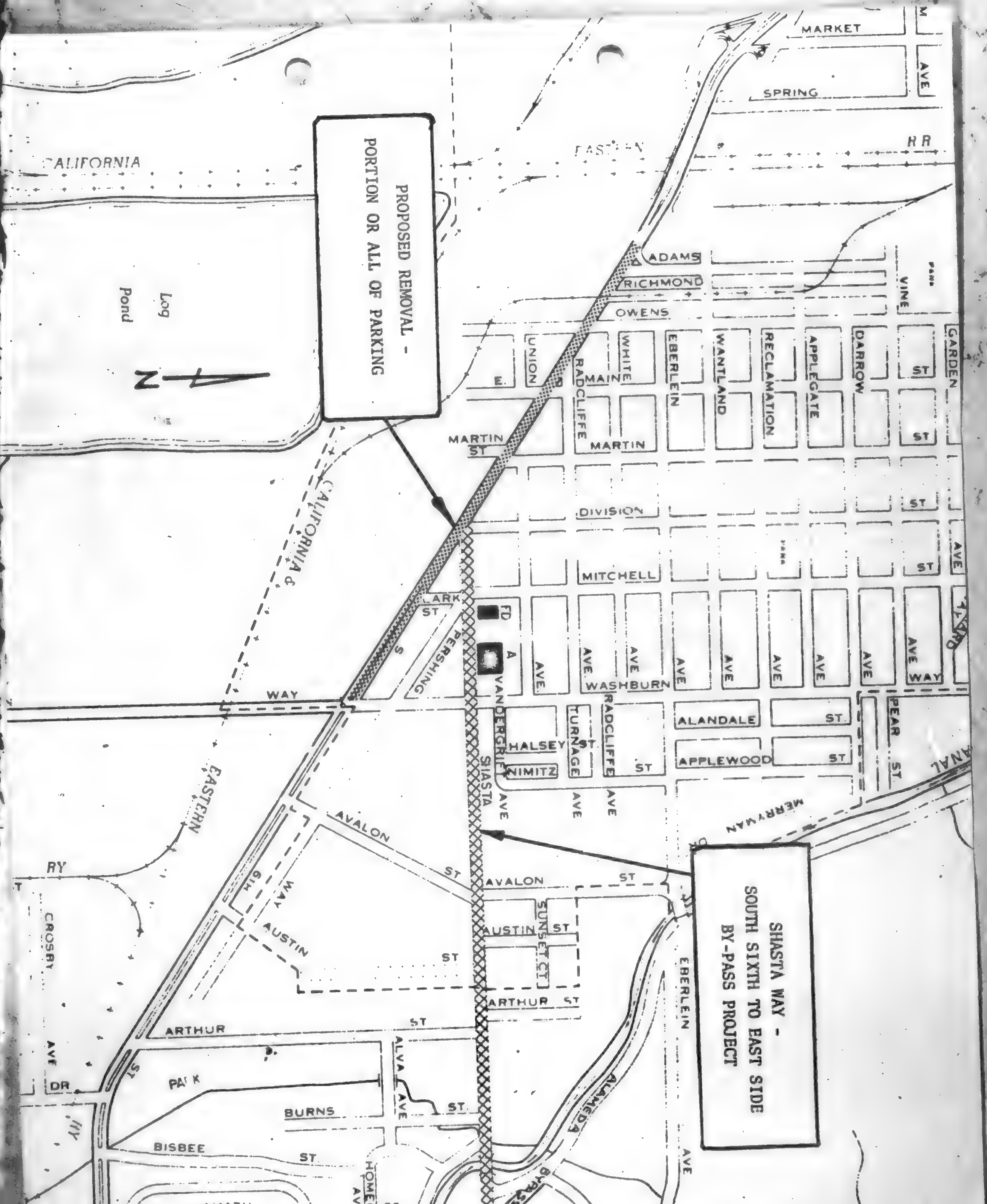
Larry Lindstrom

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

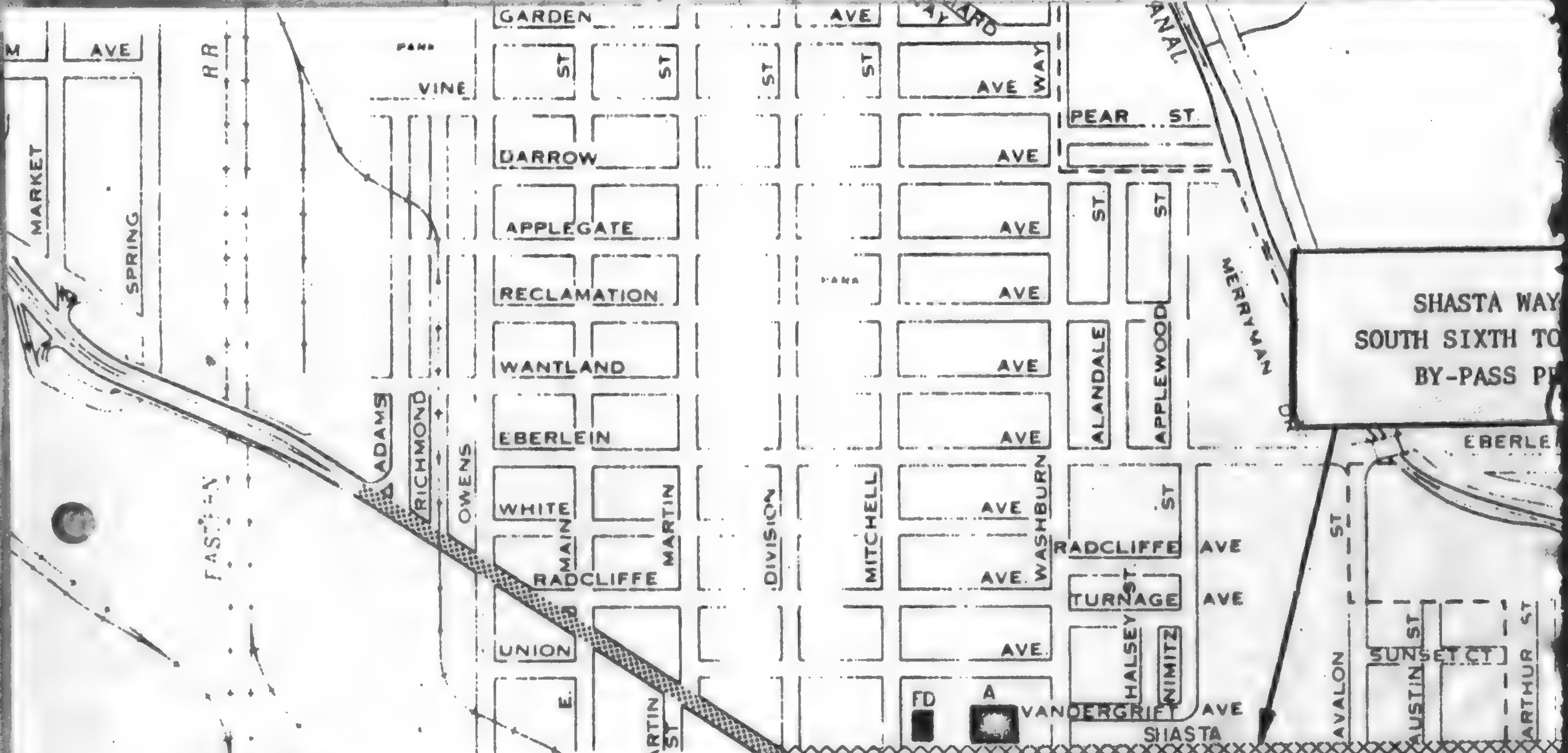
Encl.

SISTER CITY
ROTORUA, NEW ZEALAND



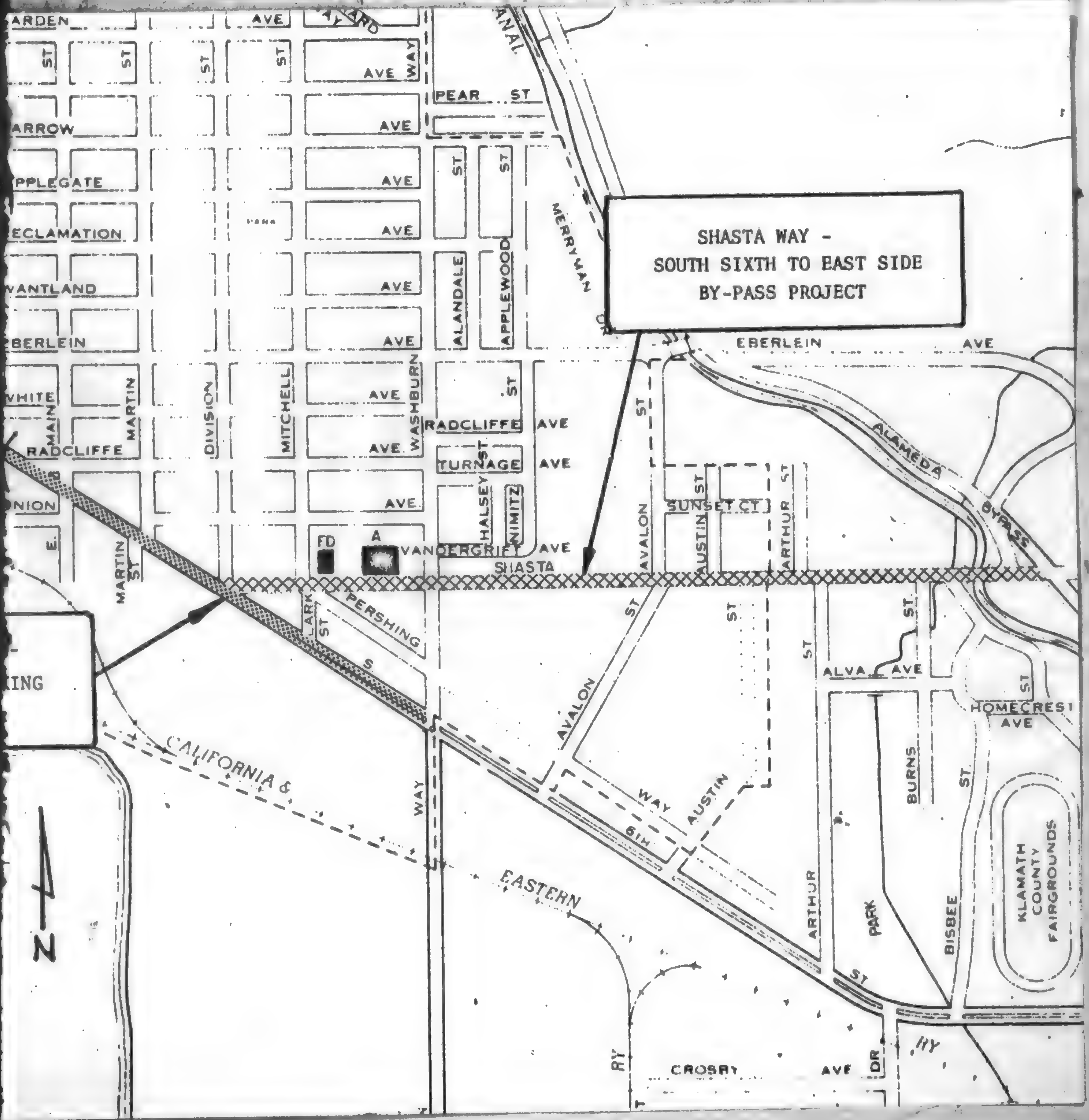
PROPOSED REMOVAL - PORTION OR ALL OF PARKING

SHASTA WAY - SOUTH SIXTH TO EAST SIDE BY-PASS PROJECT



SHASTA WAY
SOUTH SIXTH TO
BY-PASS P

PROPOSED REMOVAL -
PORTION OR ALL OF PARKING



SHASTA WAY -
SOUTH SIXTH TO EAST SIDE
BY-PASS PROJECT

STREET HEARING NOTICE

SHASTA WAY - SOUTH SIXTH STREET TO EAST SIDE BY-PASS

Notice is hereby given that the City of Klamath Falls has proposed plans for future right-of-way acquisition and construction on Shasta Way - South Sixth Street to East Side By-Pass and eliminating a portion or all parking on each side of South Sixth Street - Washburn Way to South Sixth Street Viaduct, in Klamath Falls. A hearing will be held by the Common Council in the Council Chambers in City Hall at 7:30 pm on August 9, 1976.

The proposal consists of acquisition of right-of-way, grading, paving, signalizing, bridge replacement, widening, eliminating a portion or all parking for traffic control and flow, and incidental work to replace the existing facility. Within the urban limits the street section will have a paved width which varies from 40 to 52 feet.

This notice is given in conformance with federal statutes, regulations and the Oregon Action Plan pertaining to this type of proposal, whereby it is required that public notice be given to enable interested citizens to add input at a hearing on the proposal.

Any interested citizen is invited to attend and discuss the proposed improvements at the hearing. Public input may be submitted in writing covering the social, economic and environmental effects of the proposed location and design for this street project by delivering the written statement to the City of Klamath Falls, Public Works Department, 226 S. Fifth St., Klamath Falls, Oregon on or before August 9, 1976. Written statements may be presented and read at the hearing.

Maps, drawings and other information about the proposed project are available at the City of Klamath Falls, Public Works Department, 226 S. Fifth St. for public inspection. A statement regarding the environmental effects the proposal will have on the area is also available at the City of Klamath Falls, Public Works office for review and information.

By Harold Derrah

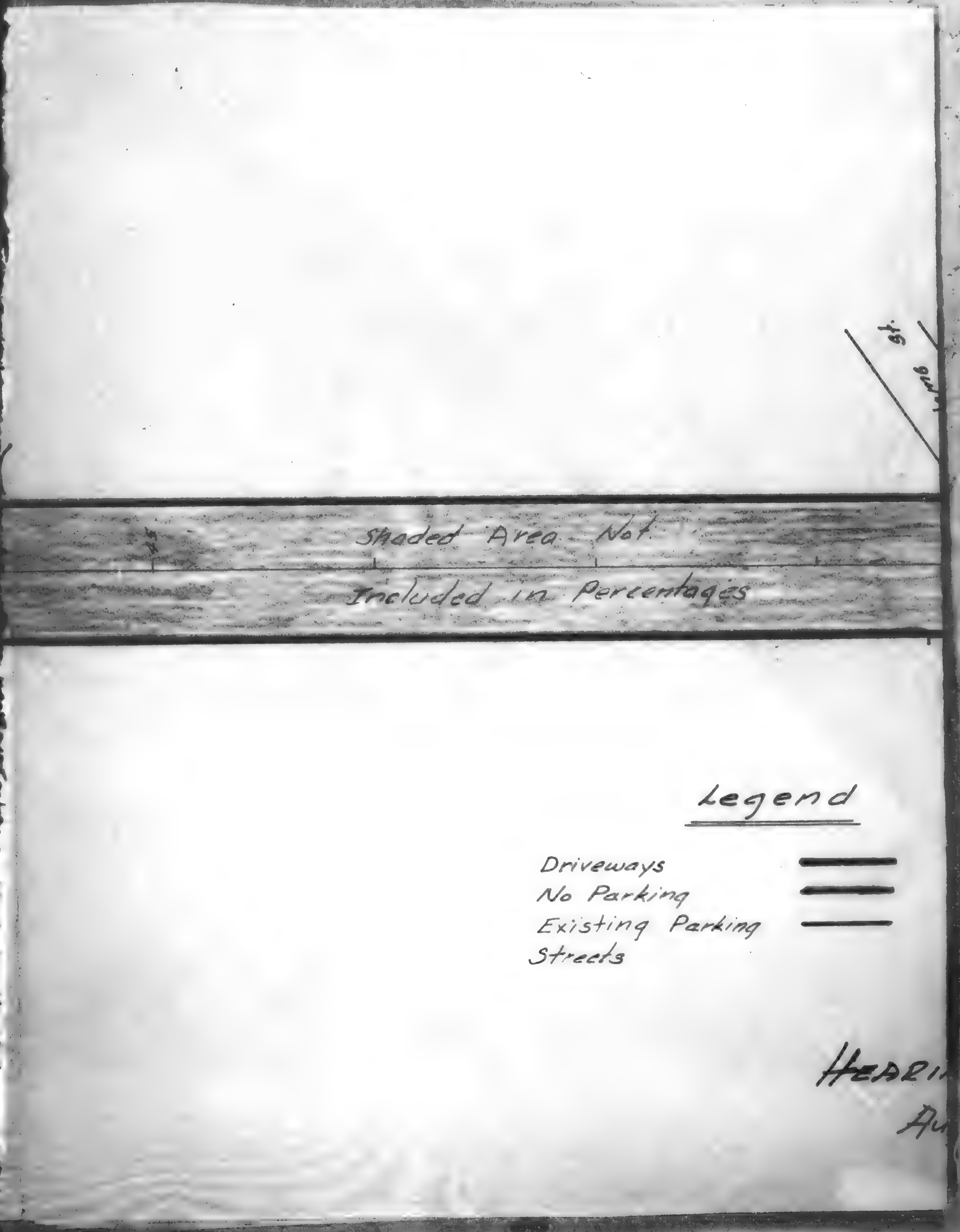
Harold Derrah, City Recorder

7-8-76 & 7-22-76

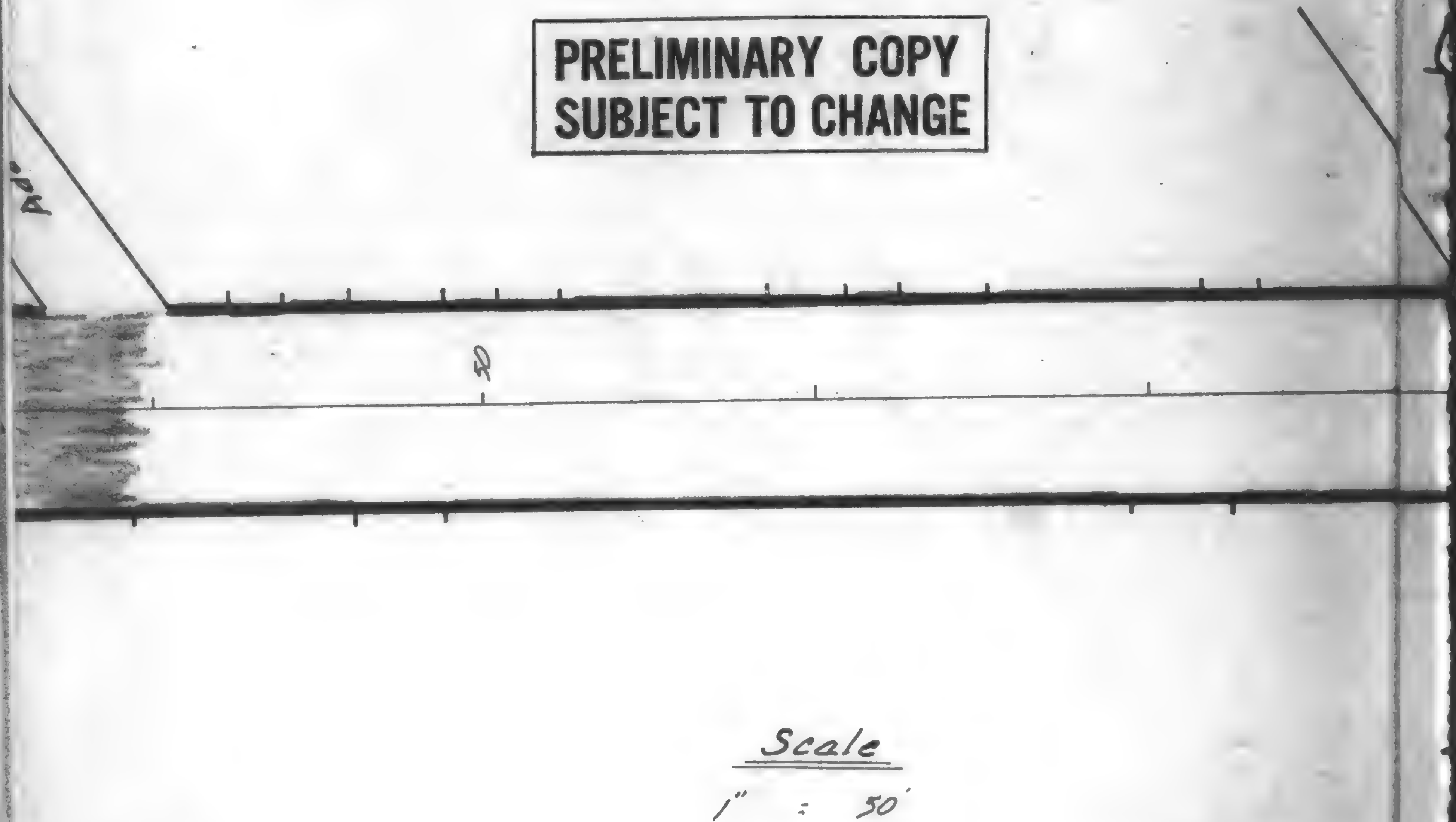
City

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION
South Sixth St. - Eastside Bypass
Shasta Way
Straight Line Chart - Available Parking
Adams St. - Washburn Way (So. 6th)
Prefix: 318-1910 FAUS 2298
E.J. DUNN, Res. ENGR. 1976


Shaded Area Not
Included in Percentages
Legend
Driveways
No Parking
Existing Parking
Streets
HEARI
Au

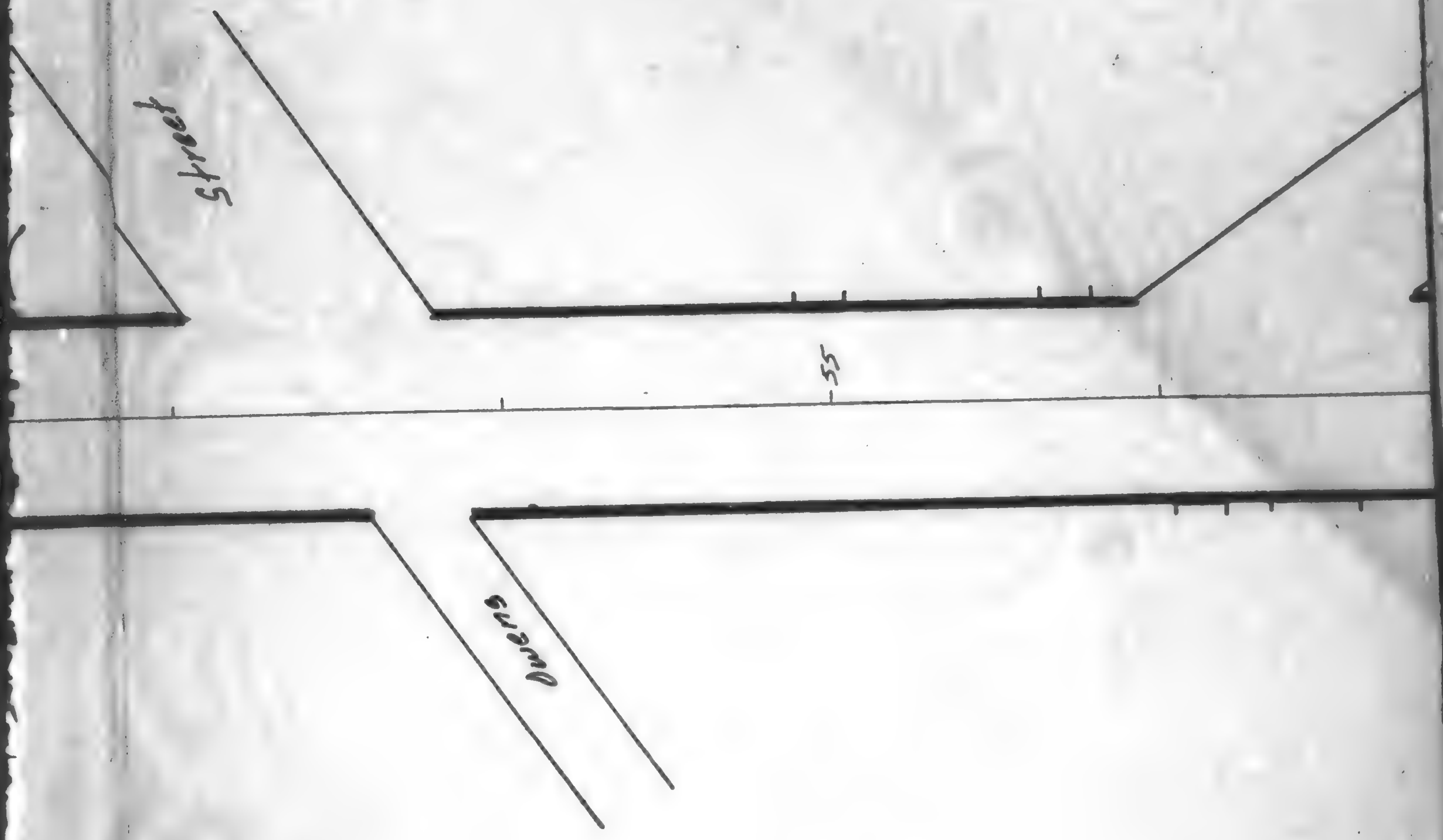
PRELIMINARY COPY
SUBJECT TO CHANGE



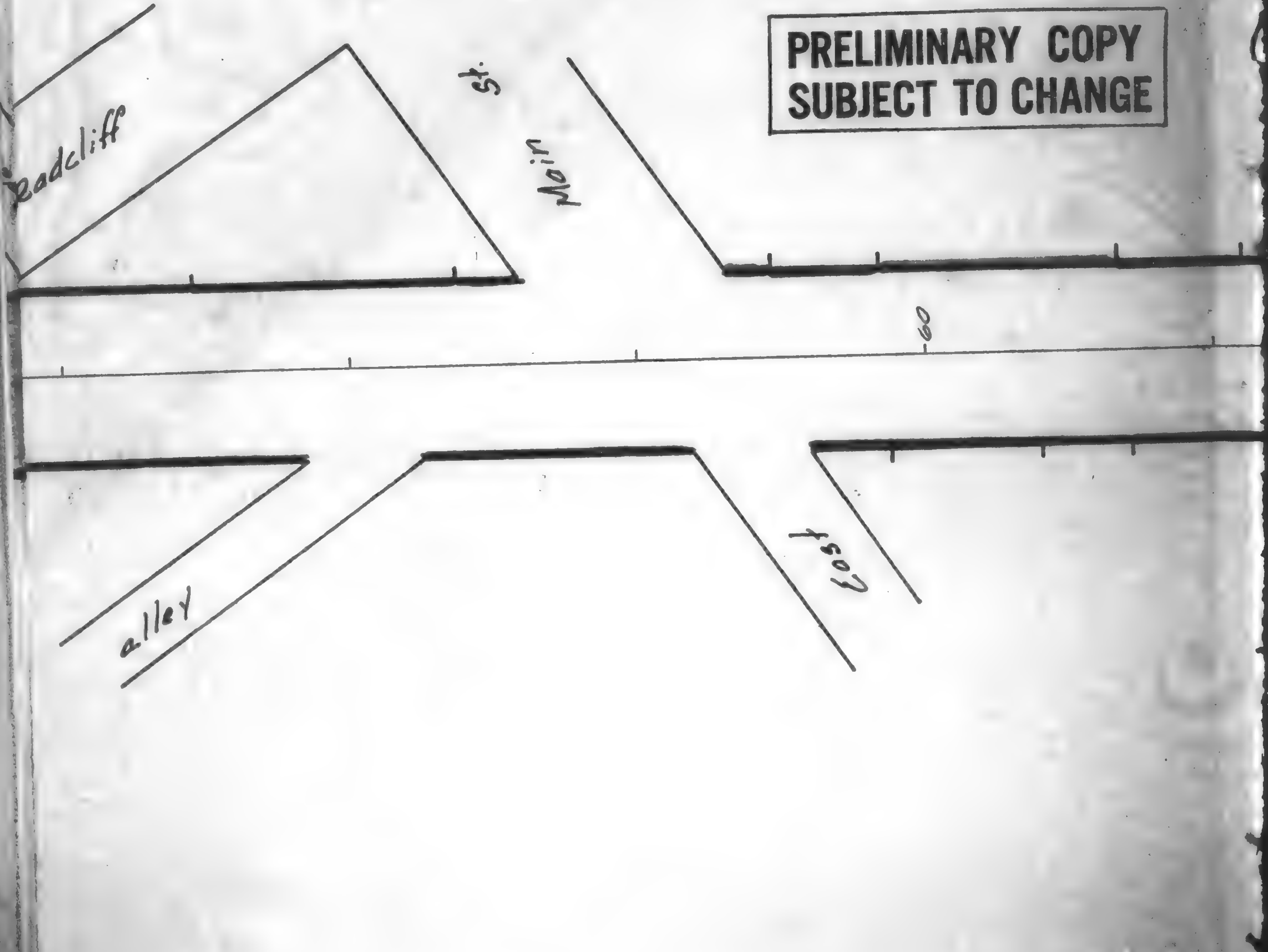
Scale
1" = 50'

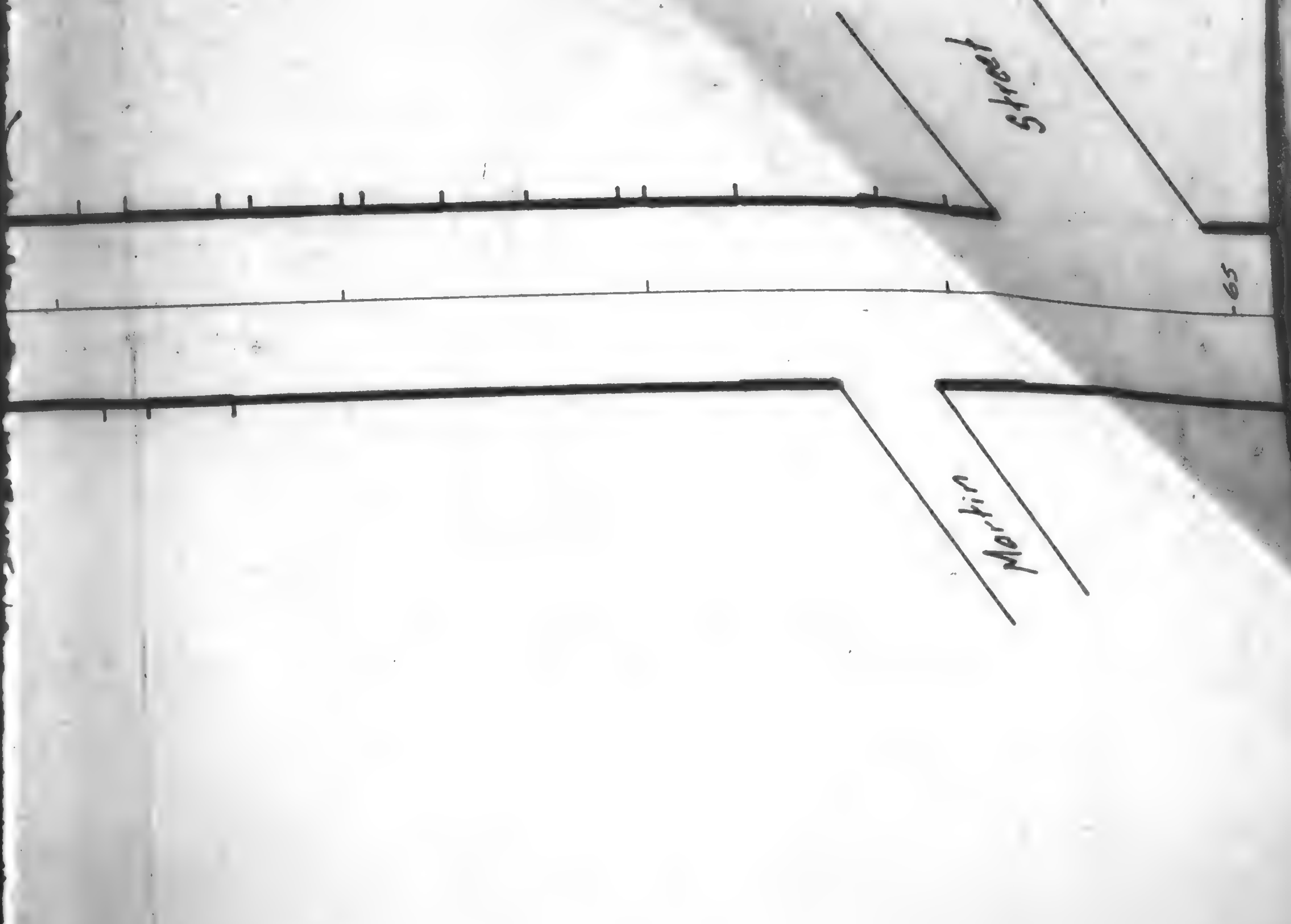
25.0 %
29.5 %
37.5 %
8.0 %

NG EXHIBIT 'A'
g 9, 76

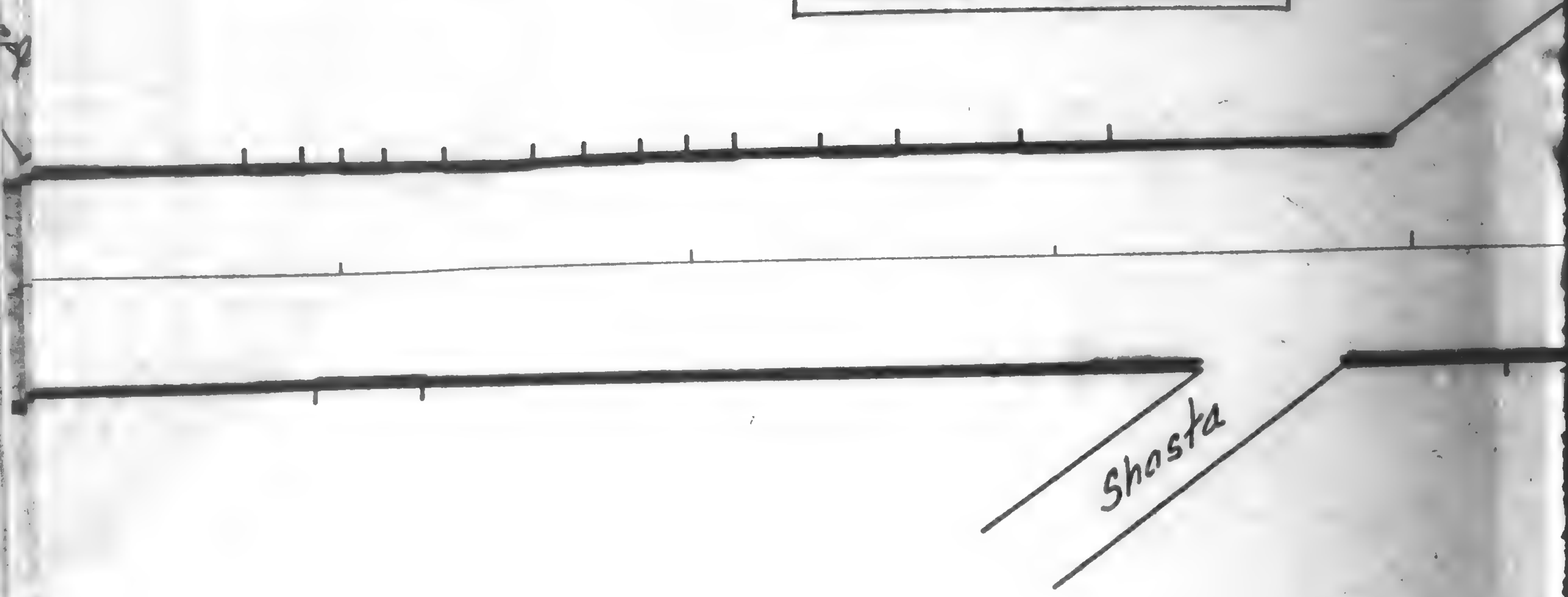

Street
55
Owens

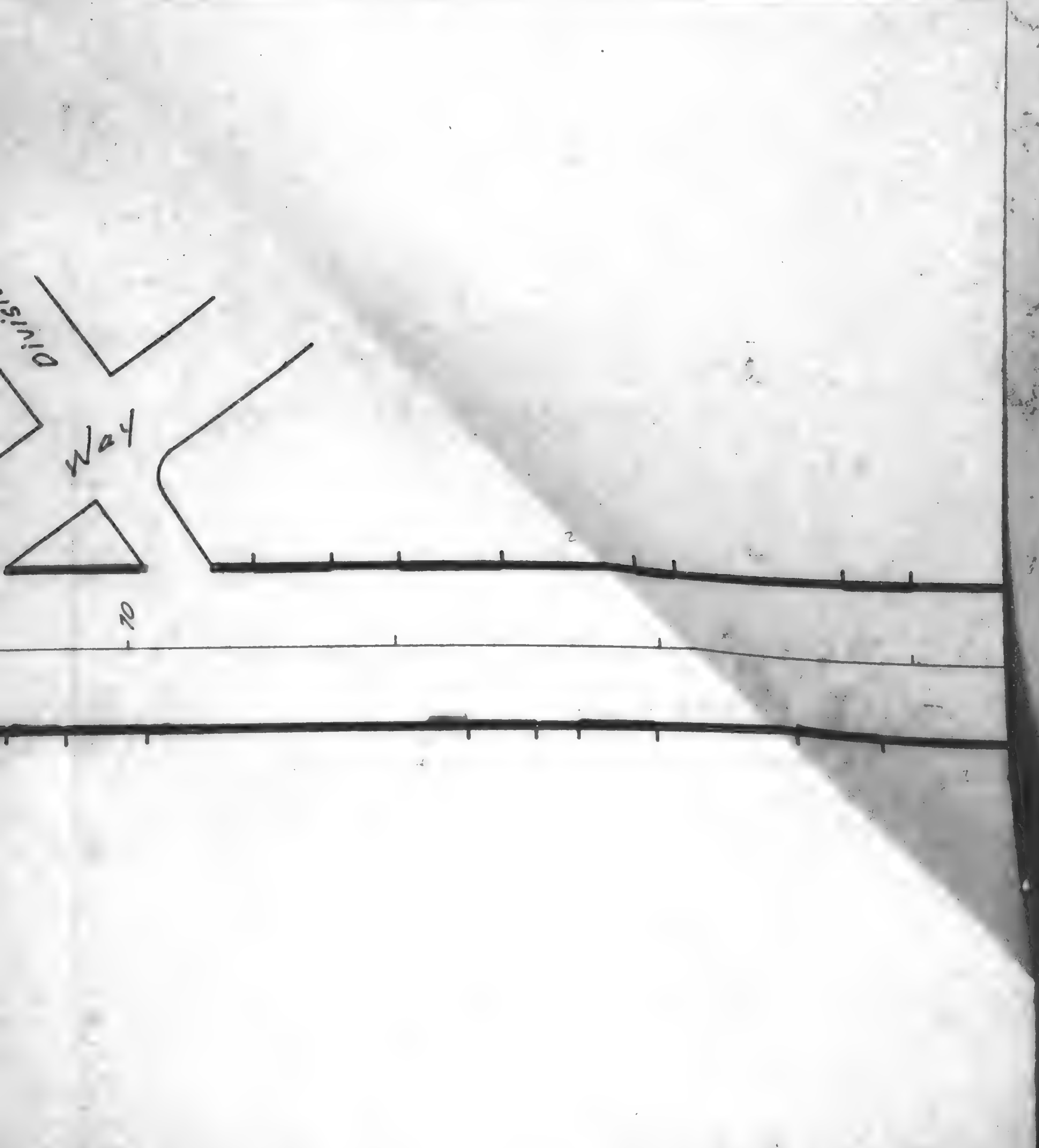
PRELIMINARY COPY
SUBJECT TO CHANGE



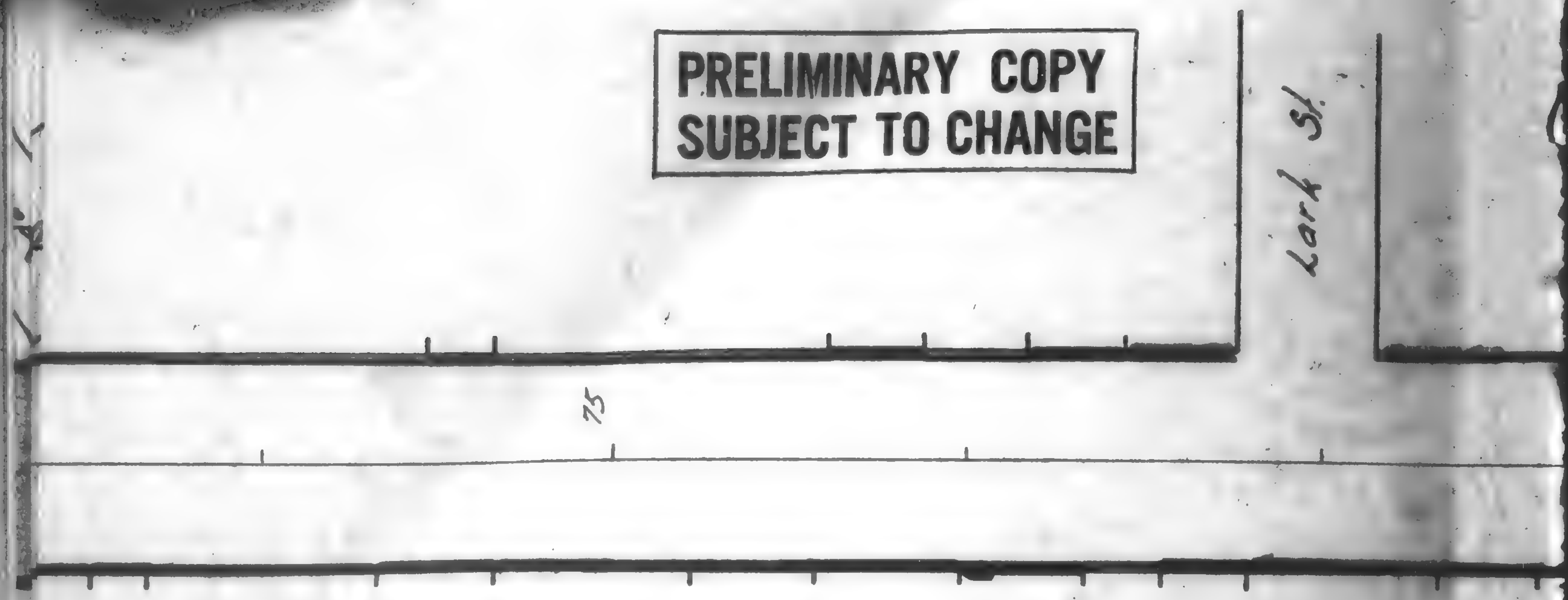

Street
65
Martin

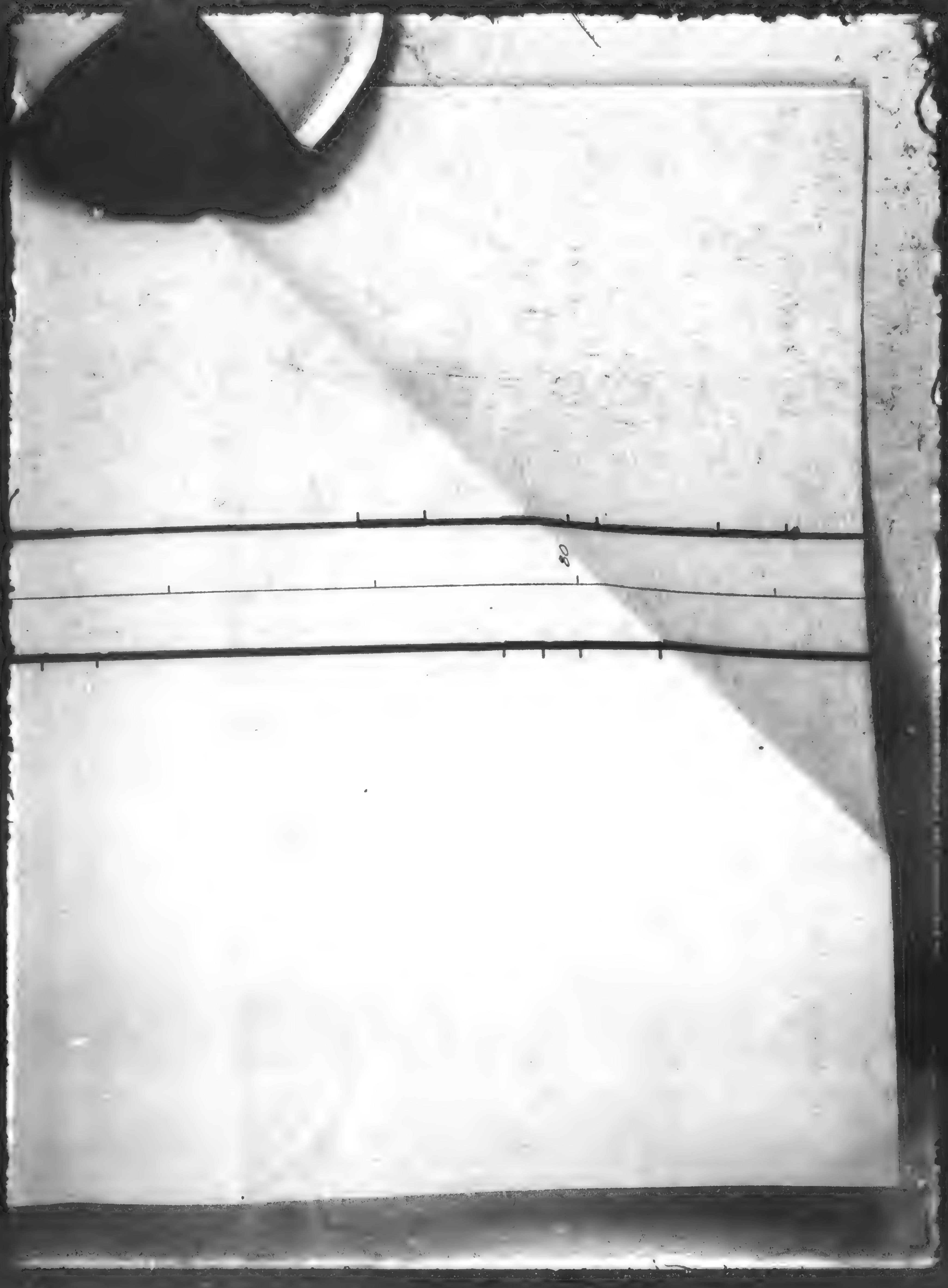
PRELIMINARY COPY
SUBJECT TO CHANGE



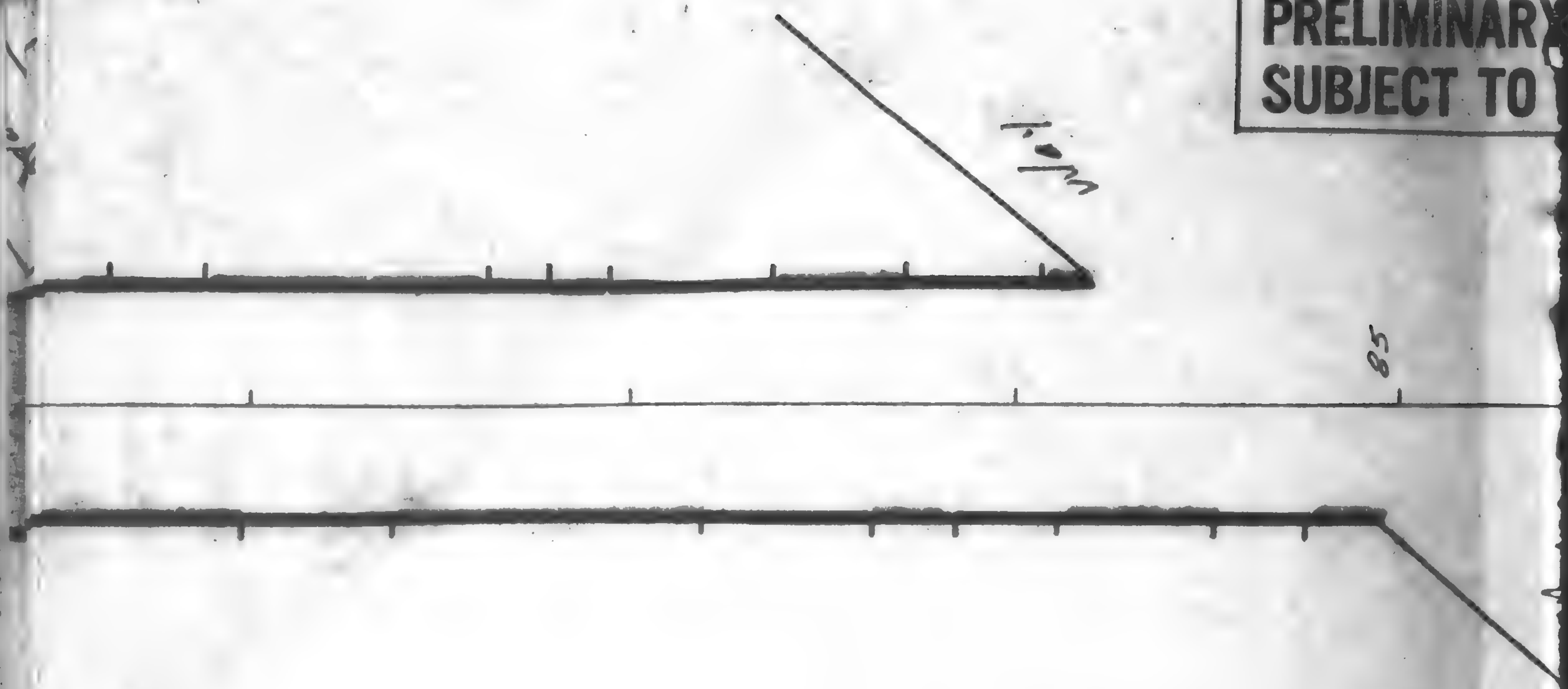

Divisi
Way
10
2

PRELIMINARY COPY
SUBJECT TO CHANGE



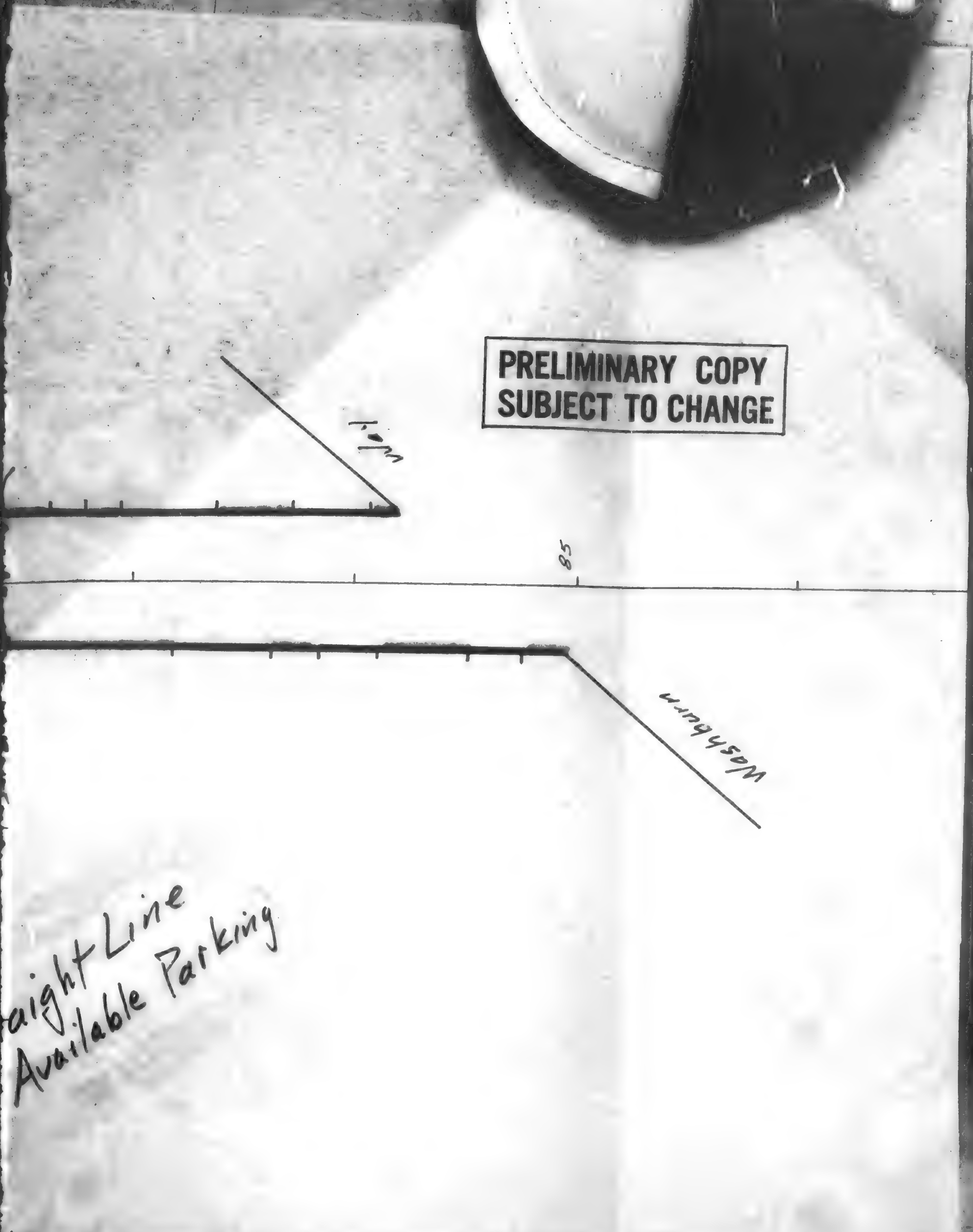

80

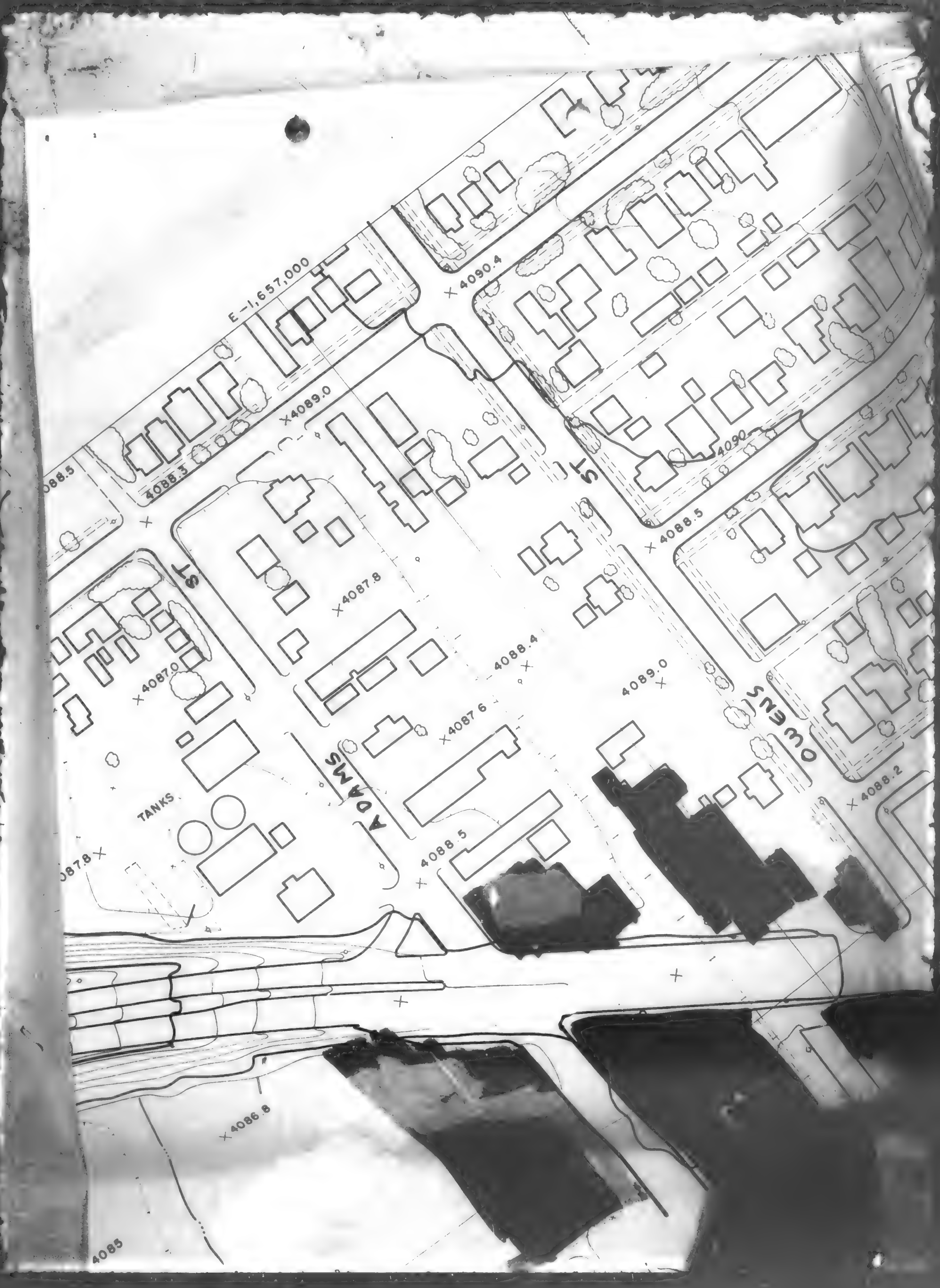
PRELIMINARY
SUBJECT TO

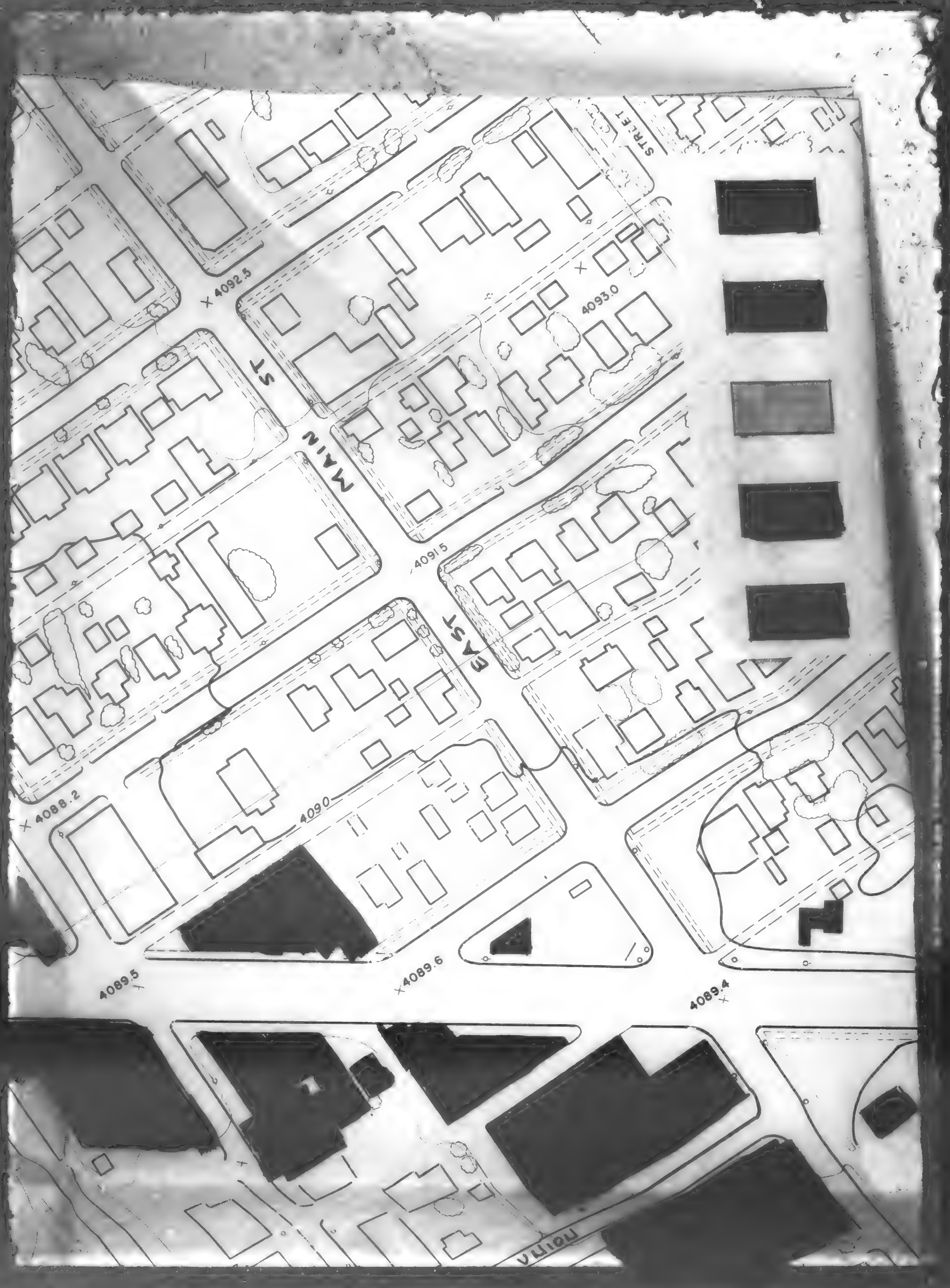


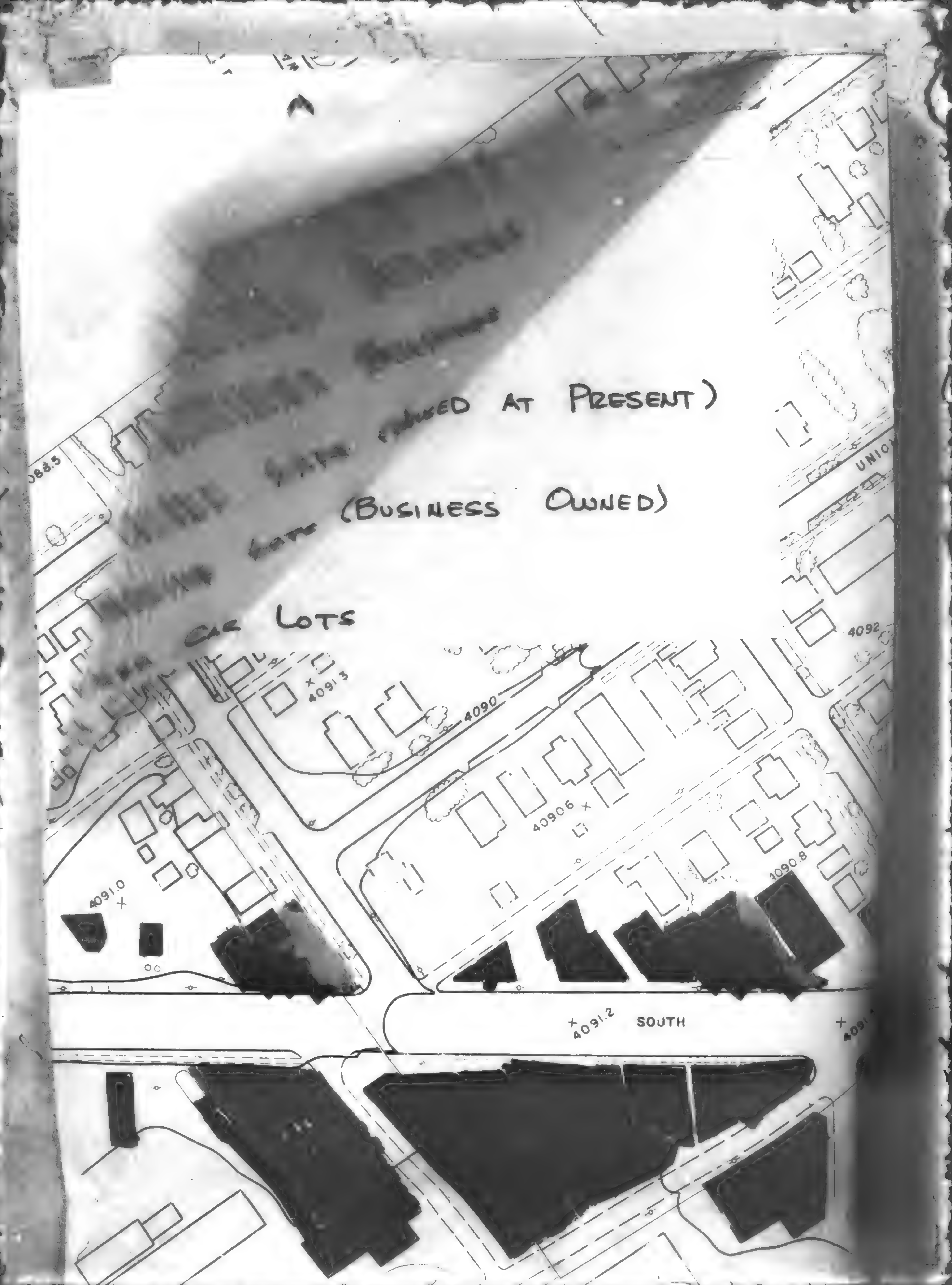
'A' Straight Line
of Available Parking

PRELIMINARY COPY
SUBJECT TO CHANGE




E-1,657,000
4090.4
4089.0
088.5
4088.3
ST
4087.8
4087.0
ST
4090
4088.5
4088.4
4089.0
OWENS
4088.2
4087.6
ADAMS
TANKS
087.8
4088.5
4086.8
4085


STREET
4092.5
4093.0
ST
MAIN
EAST
4091.5
4088.2
4090
4089.5
4089.6
4089.4
UNION


OWNED AT PRESENT)
LOTS (BUSINESS OWNED)
CAR LOTS
088.5
UNION
4092
40913
4090
40906
4091.0
4090.8
4091.2
SOUTH

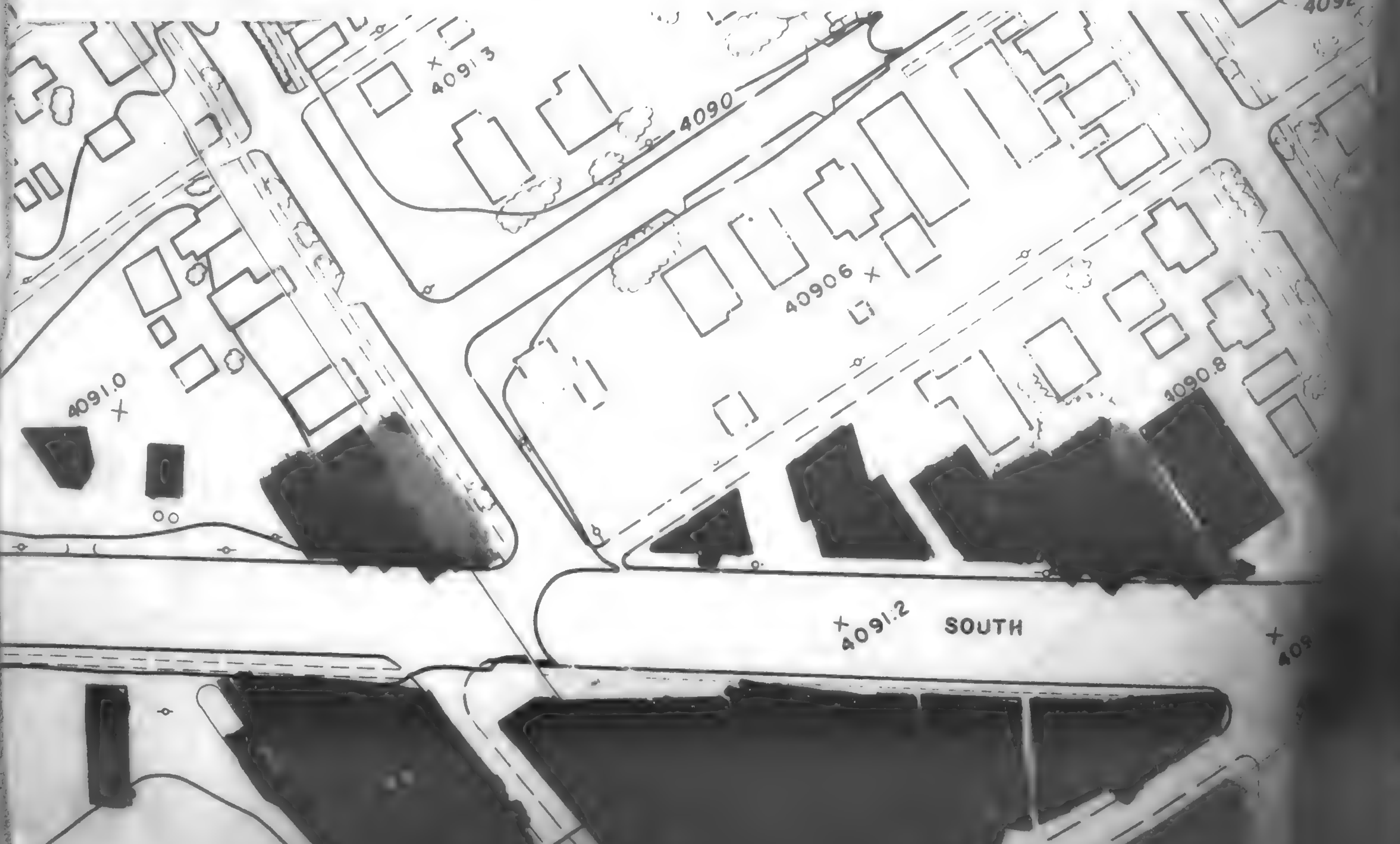
Occupied Buildings

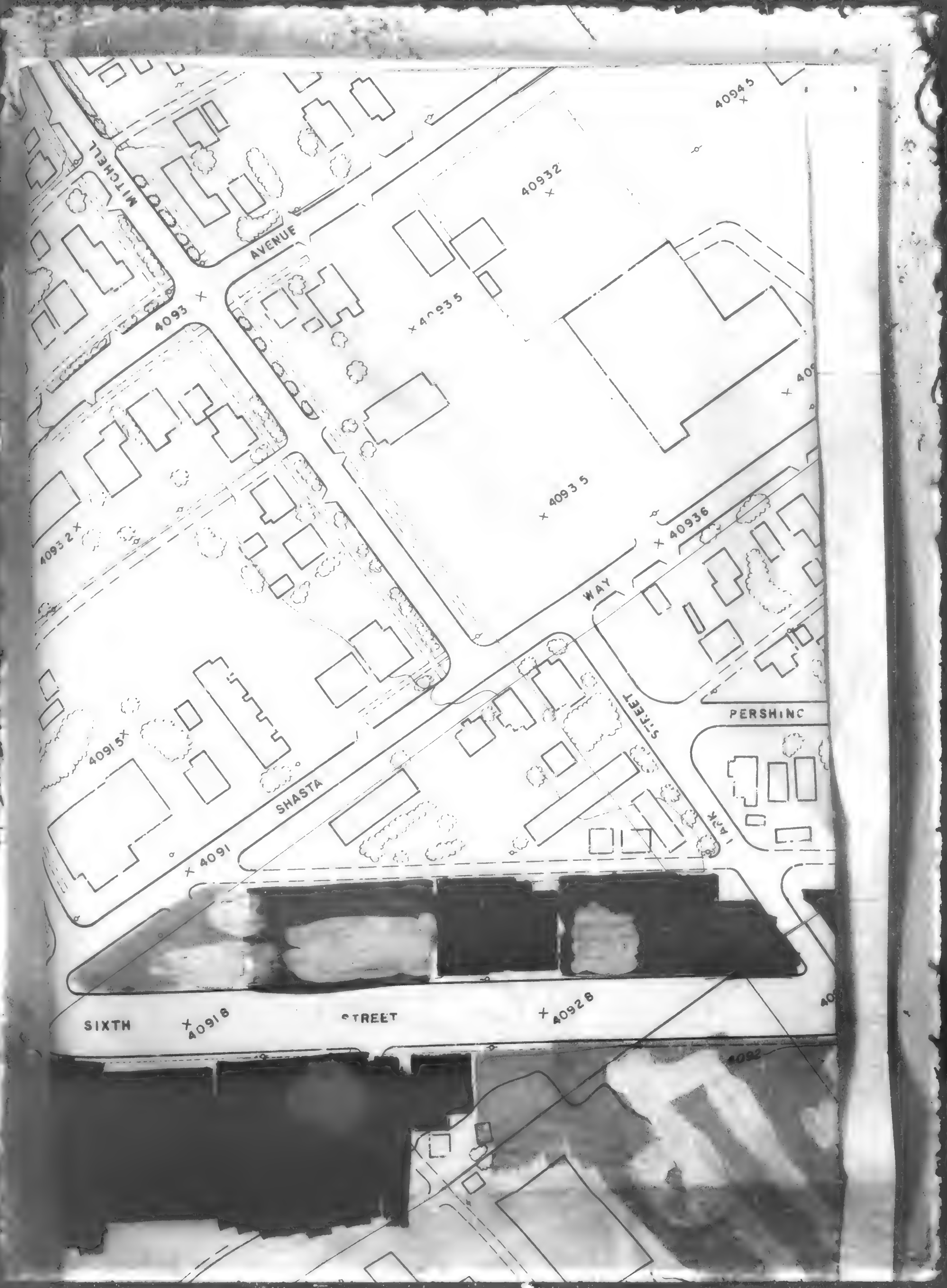
Unoccupied Buildings

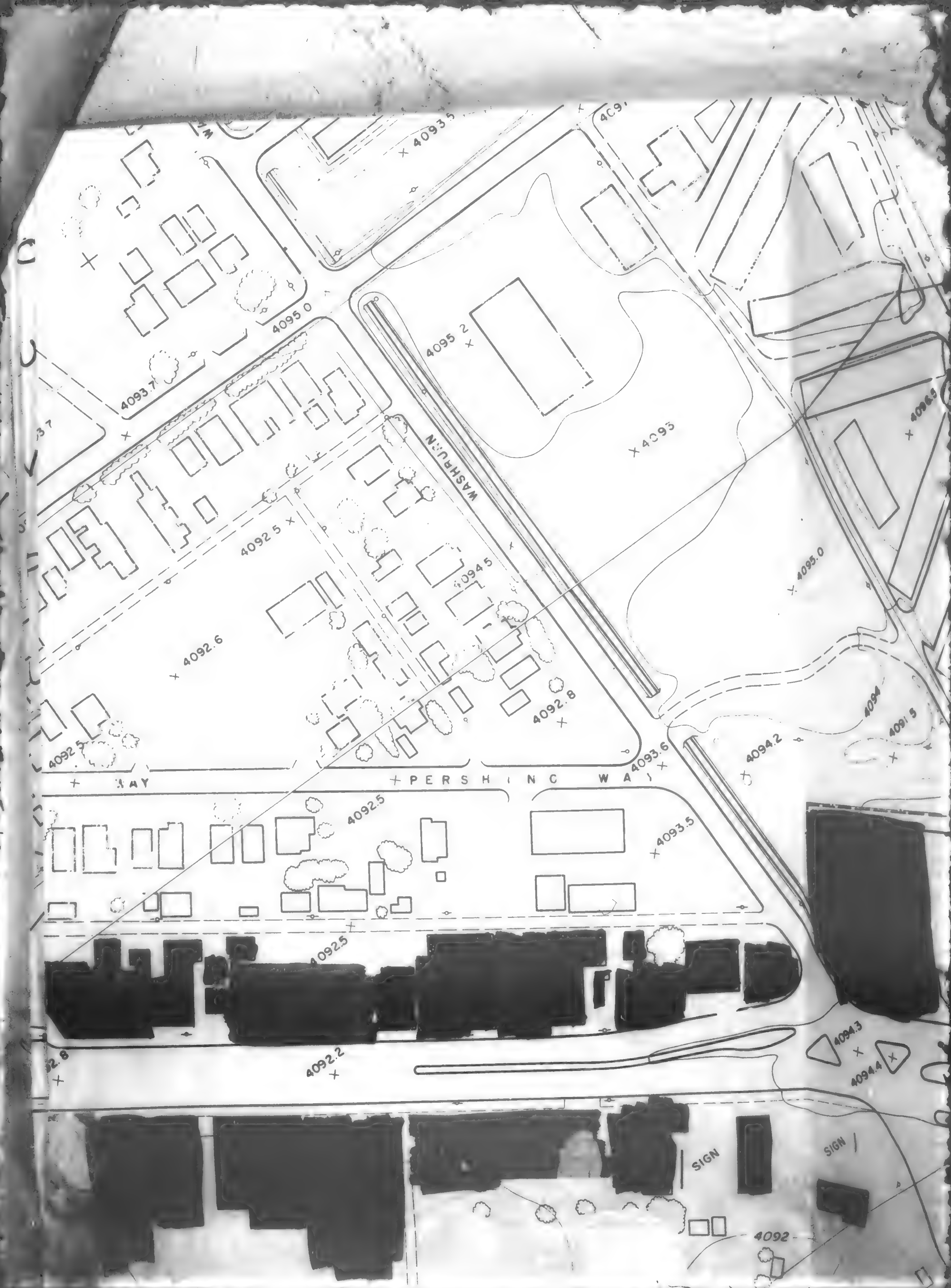
Vacant Lots (Unused at Present)

Parking Lots (Business Owned)

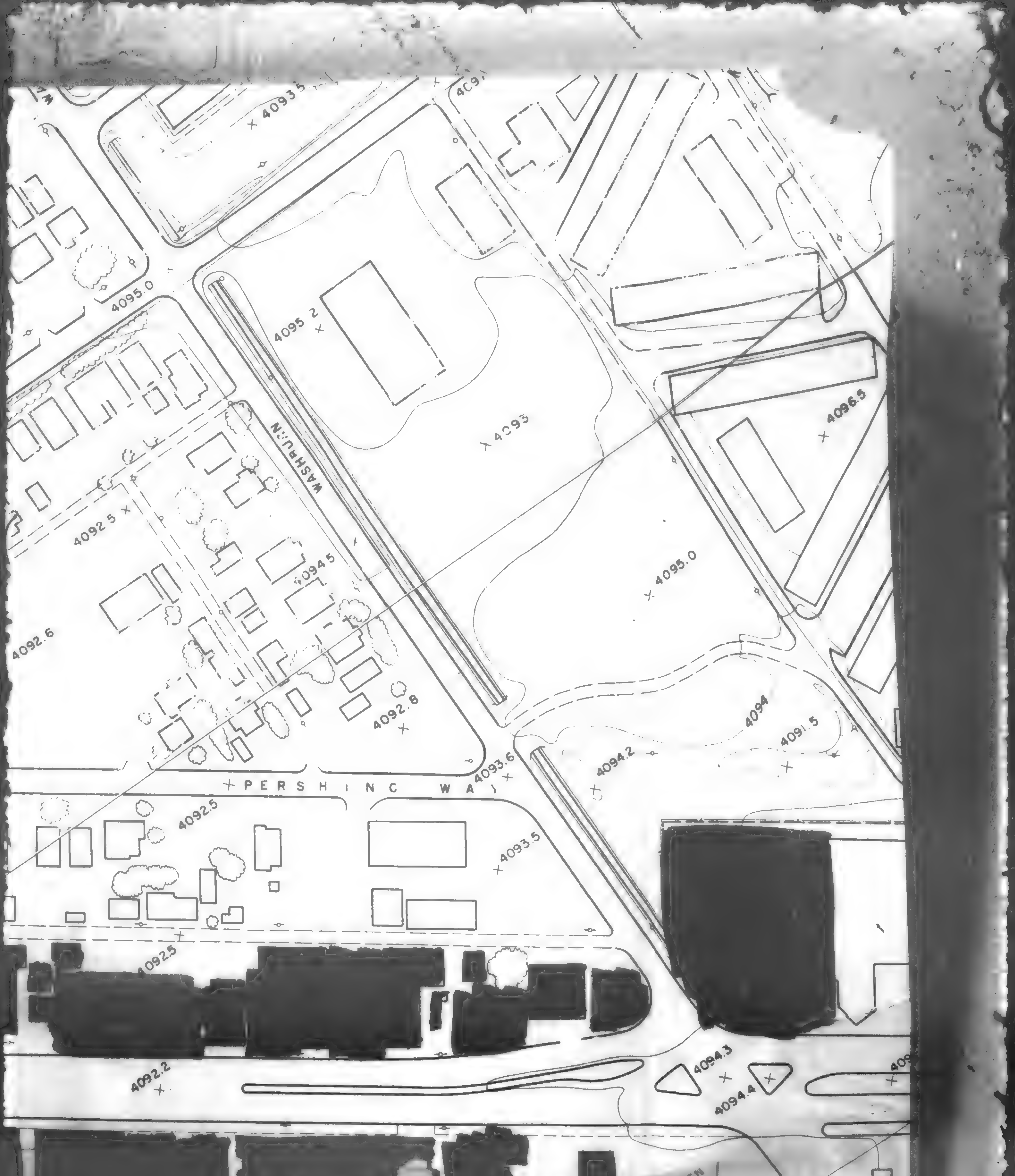
Used Car Lots

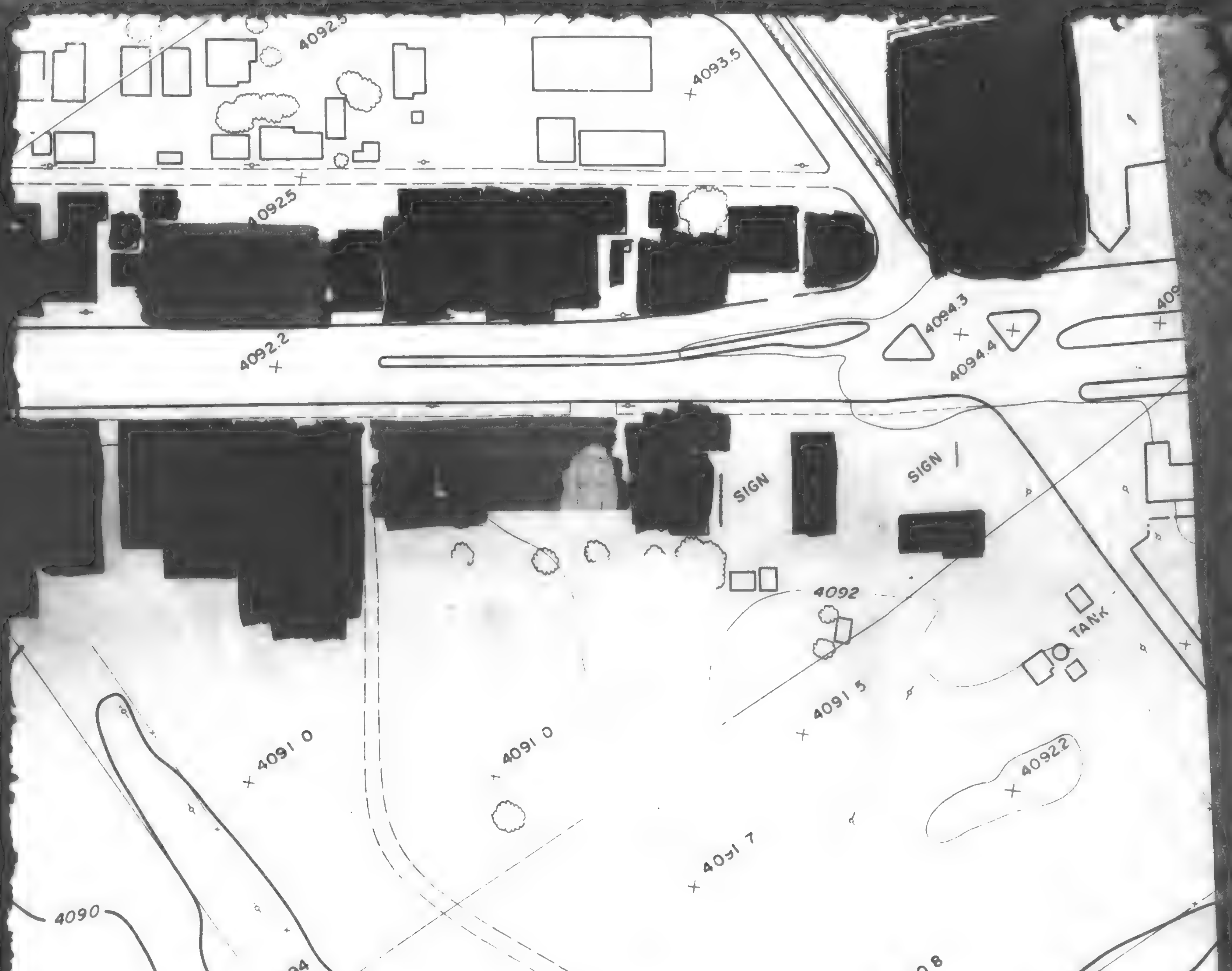



MITCHELL
AVENUE
4093
40945
40932
40935
4093 5
40936
WAY
STREET
PERSHING
SHASTA
4091
40915
40932
SIXTH
STREET
40918
40928
4092

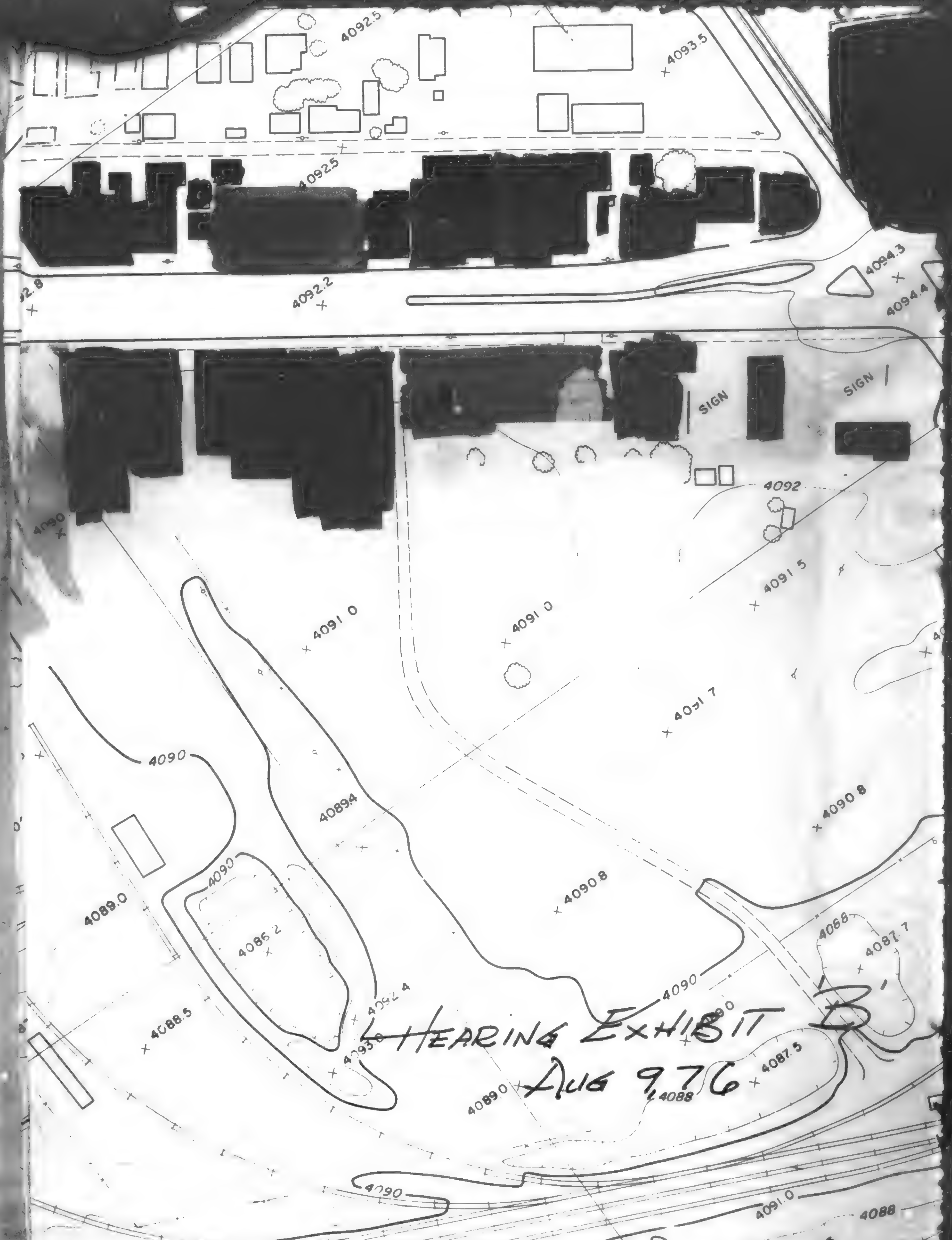


4093.5
4095.0
4093.7
4095.2
WASHBURN
4093
4092.5
4094.5
4092.6
4095.0
4092.8
4094.2
4094
4091.5
4093.6
4092.5
WAY
PERSHING WAY
4092.5
4093.5
4092.5
4092.2
4094.3
4094.4
SIGN
SIGN
4092


4093.5
4C9
4095.0
4095.2
4095
WASHBURN
4096.5
4092.5
4094.5
4095.0
4092.6
4092.8
4094
4091.5
4094.2
4093.6
PERSHING WAY
4092.5
4093.5
4092.5
4092.2
4094.3
4094.4
SIGN
SIGN
4092
TANK
5

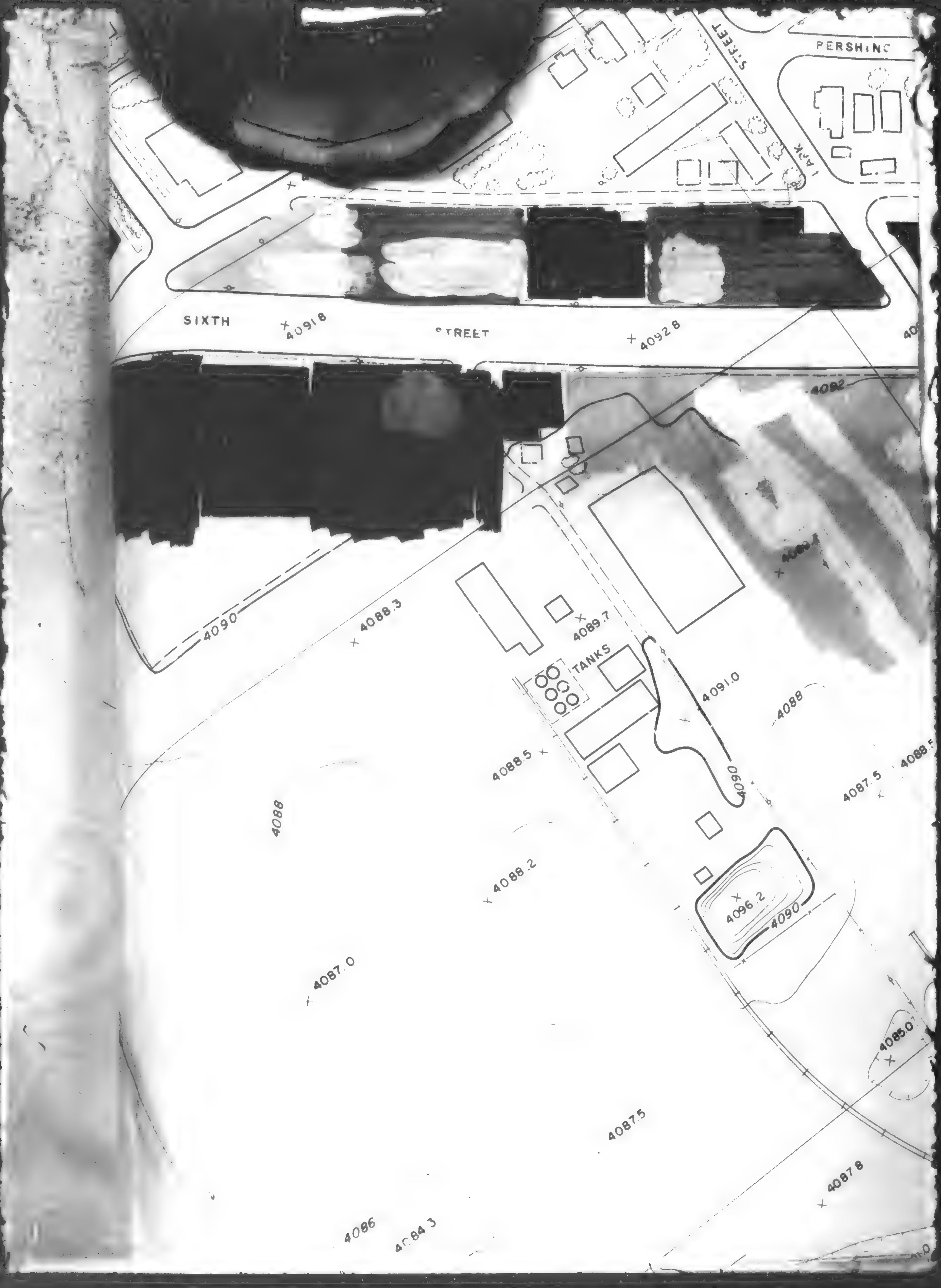


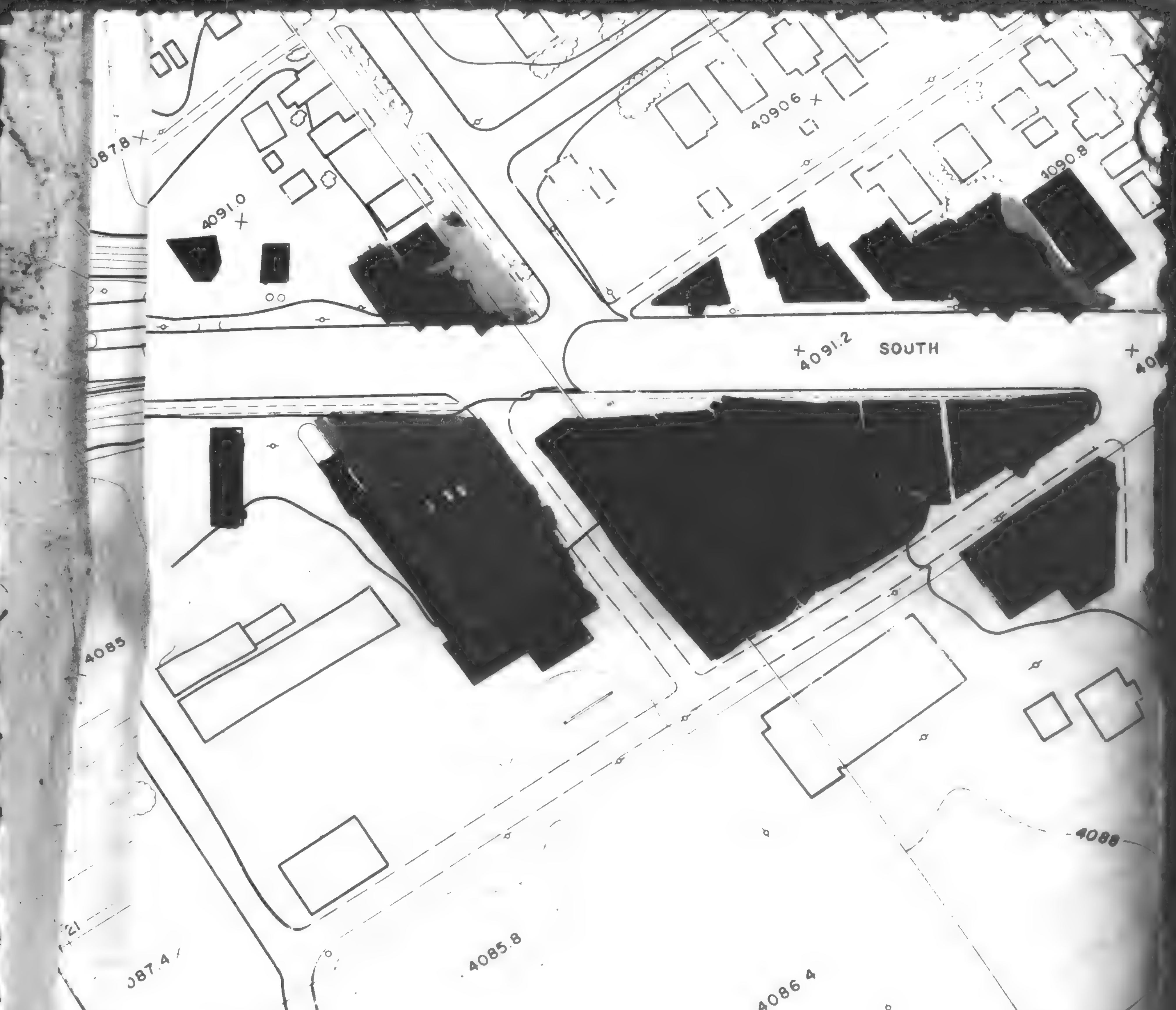
HEARING EXHIBIT B'
AUG 9 '76

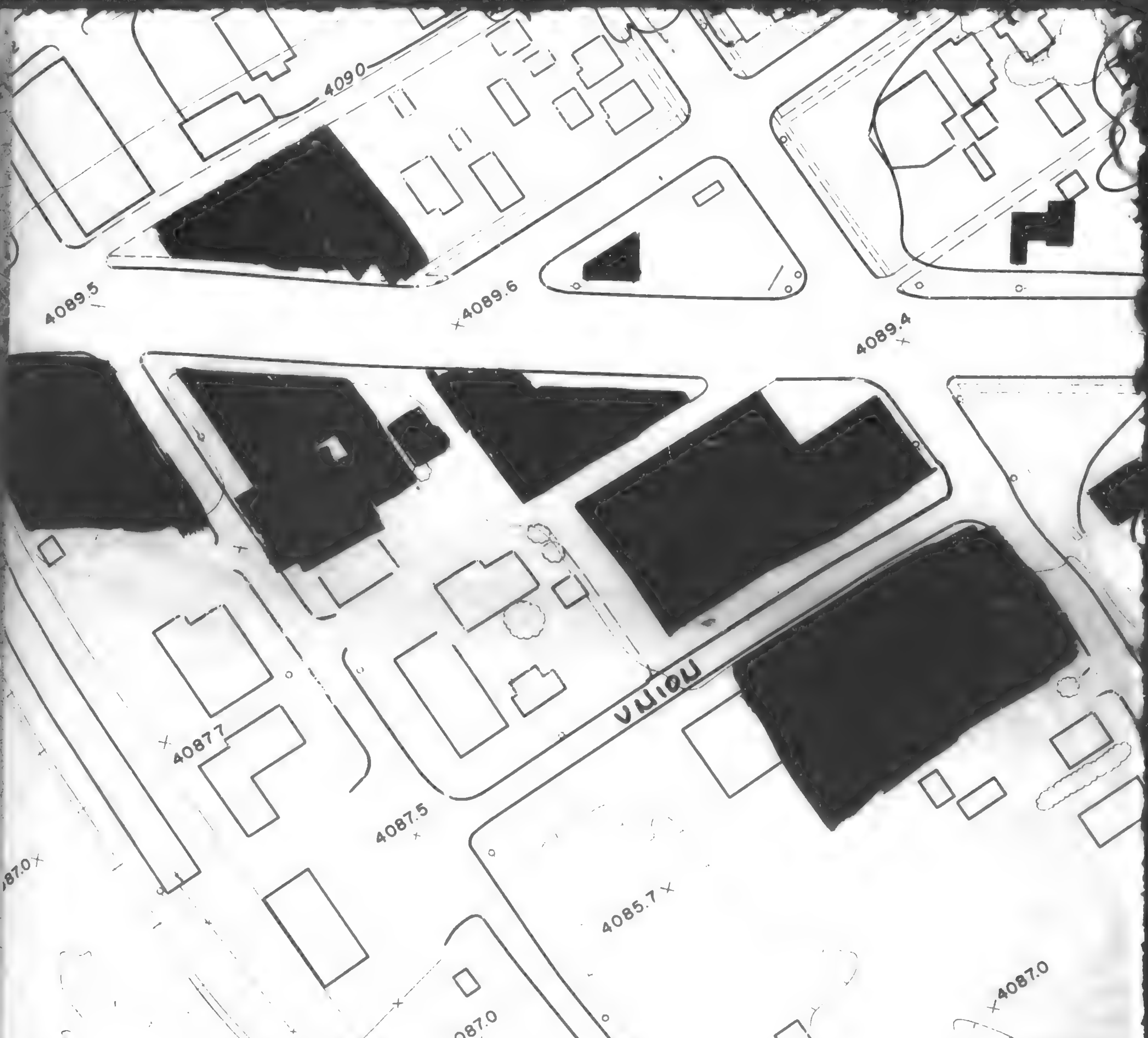


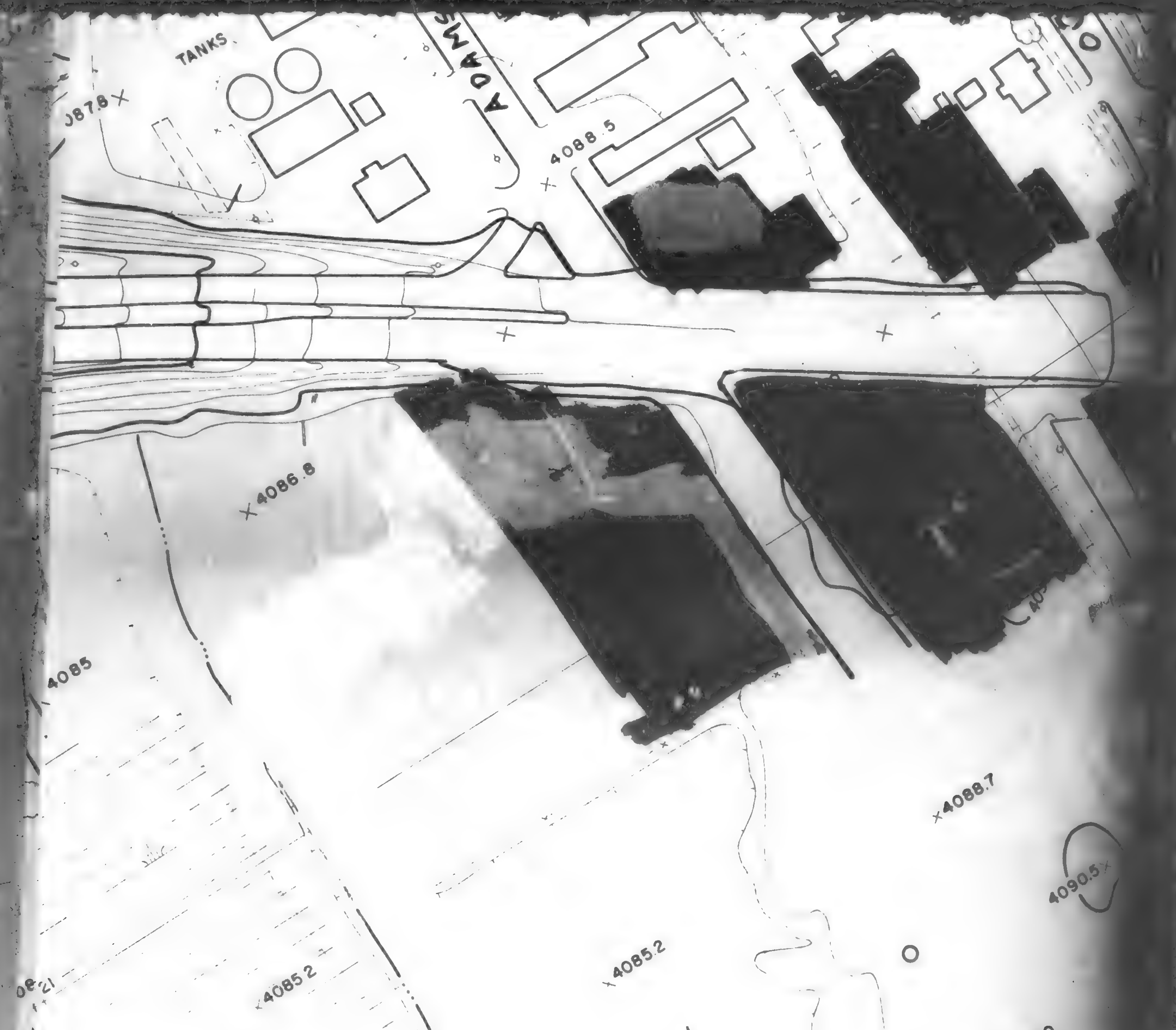
Hearing Exhibit B

Aug 9, 76


PERSHING
STREET
PARK
SIXTH
STREET
40918
4092.8
4092
4090
4088.3
4089.7
TANKS
4091.0
4088
4088.5
4090
4087.5
4088.2
4096.2
4090
4087.0
4085.0
4087.5
4087.8
4086
4084.3


087.8 X
40906 X
10908
4091.0 X
4091.2
SOUTH
4085
4088
4085.8
4086.4
087.4
21
4087.5
E-1
4087
4083.5
83.3
4094.2
4086.5
4085.0
4089
4.5


4090
4089.5
4089.6
4089.4
UNION
4087.7
4087.5
4087.0
4085.7
4087.0
4087.0
4085.7
4087.0
4085.3
4086.5
4086.5
TANK
4084.2
4085.0
85.2
4089.0


TANKS
0878
ADAMS
4088.5
4086.8
4085
4088.7
4090.5
4085.2
4085.2
4089.0
4087.6
4085.0
4085.5
4089.0
4089.5
4085.0
4087

'B' Existing Businesses
& Vacant Lots

3rd ED SA - Eastside of Pass. K. Falls

⑤ Construct T

⑥ Construct Ty
(See Drwg N

⑦ Construct

⑧ Remove Conc

⑨ Remove Fences

⑩ Remove Guard

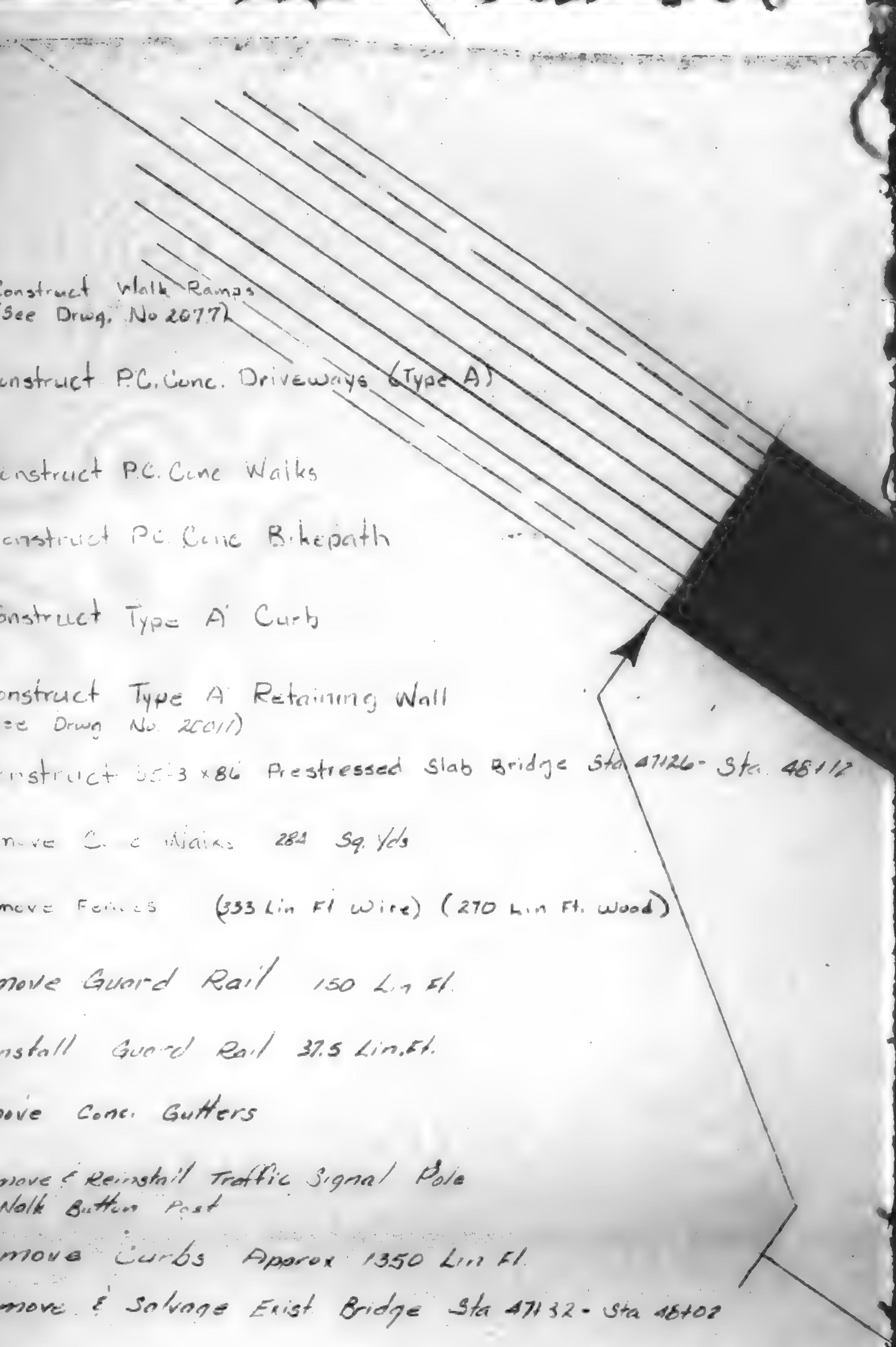
⑪ Reinstall Gu

⑫ Remove Conc.

⑬ Remove & Rein
& Walk Button

⑭ Remove

⑮ Remove & Sr



(1) Construct Walk Ramps
(See Drwg. No 20777)

(2) Construct P.C. Conc. Driveways (Type A)

(3) Construct P.C. Conc Walks

(4) Construct P.C. Conc Bikepath

(5) Construct Type A Curb

(6) Construct Type A Retaining Wall
(See Drwg No. 20011)

(7) Construct 55-3 x 86 Prestressed Slab Bridge Sta 47+26 - Sta. 48+12

(8) Remove Conc Walks 284 Sq. Yds

(9) Remove Fences (333 Lin Ft Wire) (270 Lin Ft. Wood)

(10) Remove Guard Rail 150 Lin Ft.

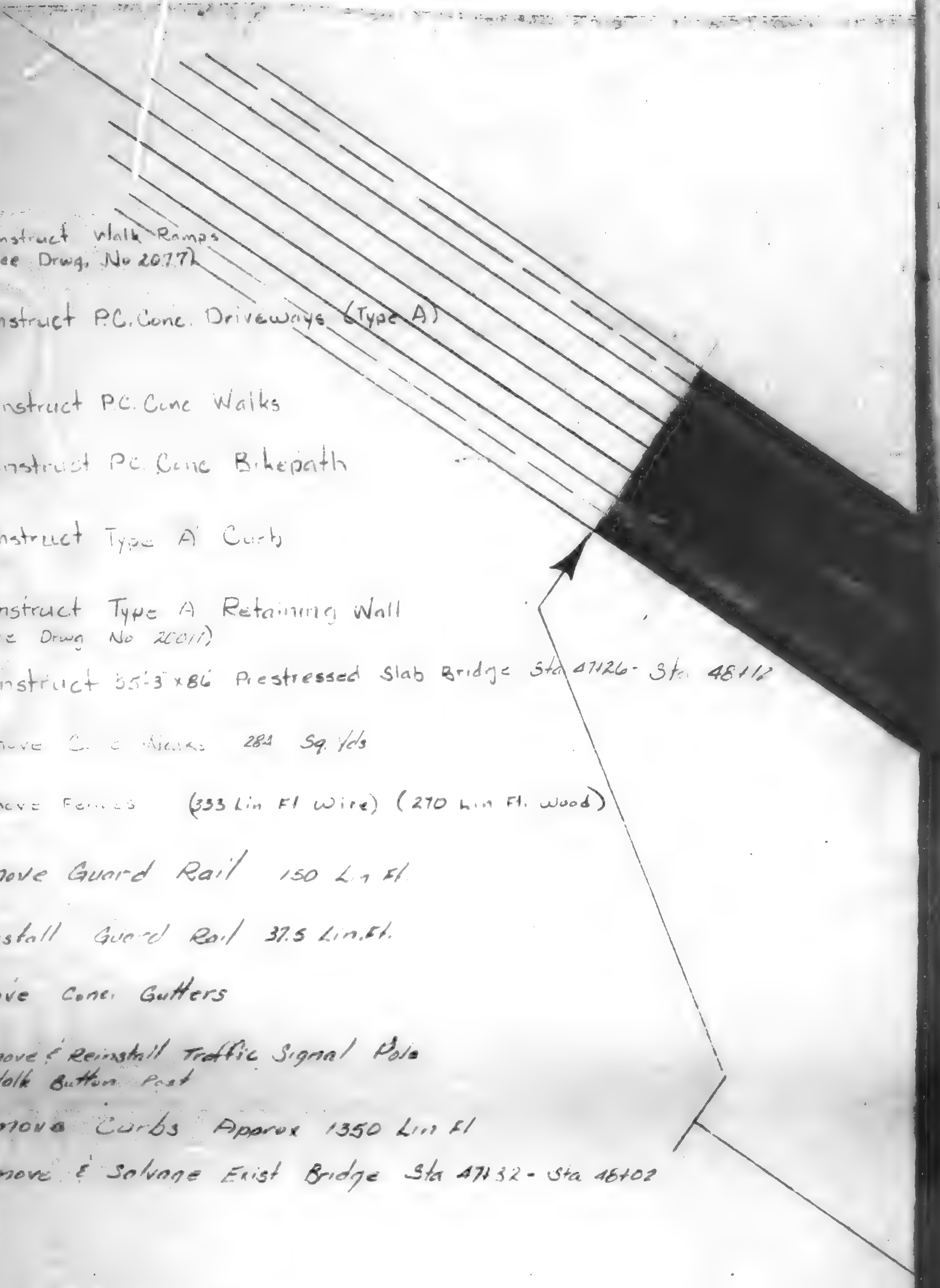
(11) Reinstall Guard Rail 37.5 Lin. Ft.

(12) Remove Conc. Gutters

(13) Remove & Reinstall Traffic Signal Pole
& Walk Button Post

(14) Remove Curbs Approx 1350 Lin Ft.

(15) Remove & Salvage Exist Bridge Sta 47+32 - Sta 48+02



Construct Walk Ramps
(See Drwg. No 20777)

Construct P.C. Conc. Driveways (Type A)

Construct P.C. Conc Walks

Construct P.C. Conc Bikepath

Construct Type A Curb

Construct Type A Retaining Wall
(See Drwg No 20011)

Construct 55'-3" x 86' Prestressed Slab Bridge Sta 47+26 - Sta 48+12

Remove Conc Walks 284 Sq. Yds

Remove Fences (333 Lin Ft Wire) (270 Lin Ft. Wood)

Remove Guard Rail 150 Lin Ft.

Reinstall Guard Rail 37.5 Lin. Ft.

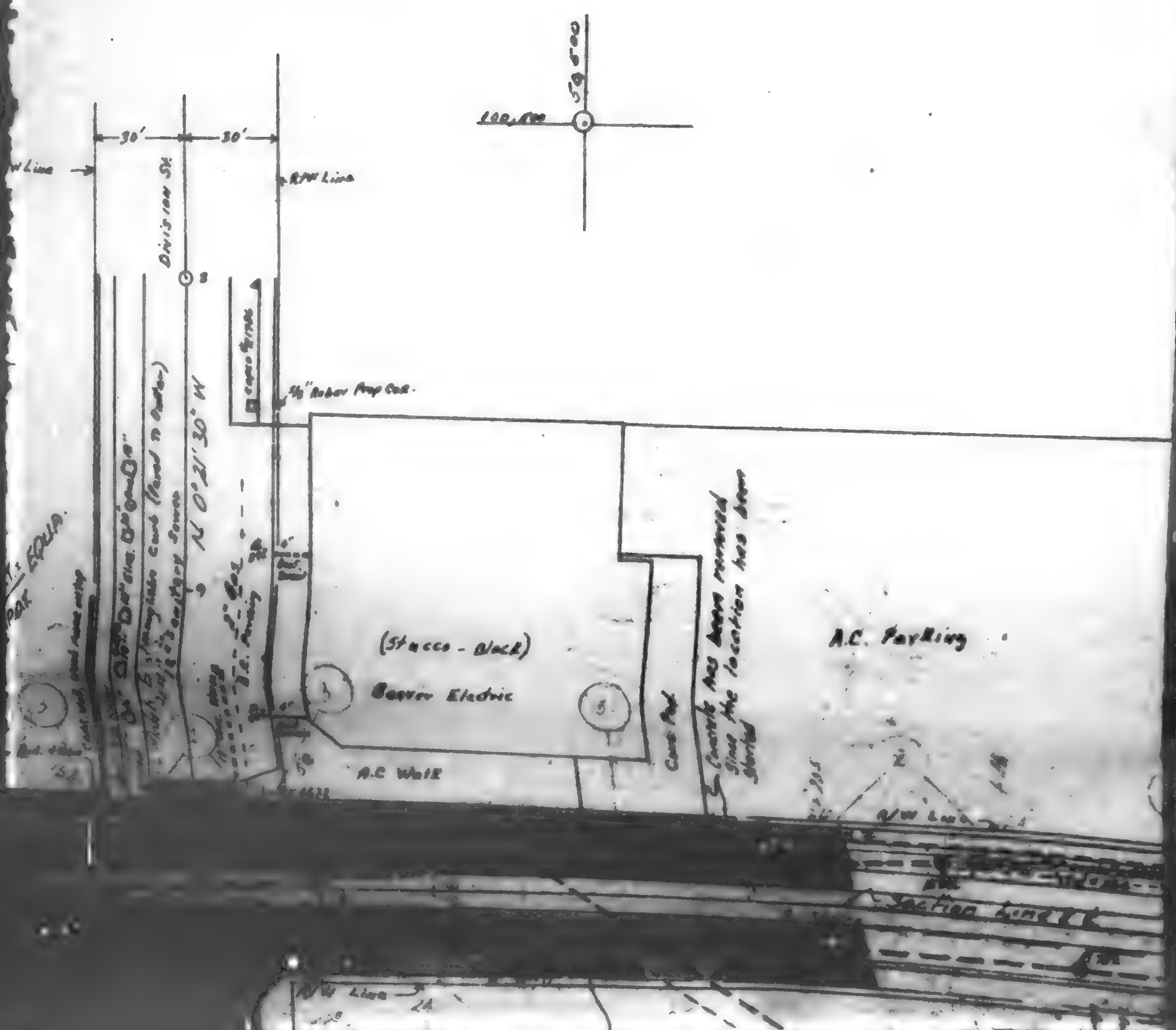
Remove Conc. Gutters

Remove & Reinstall Traffic Signal Pole
& Walk Button Post

Remove Curbs Approx 1350 Lin Ft

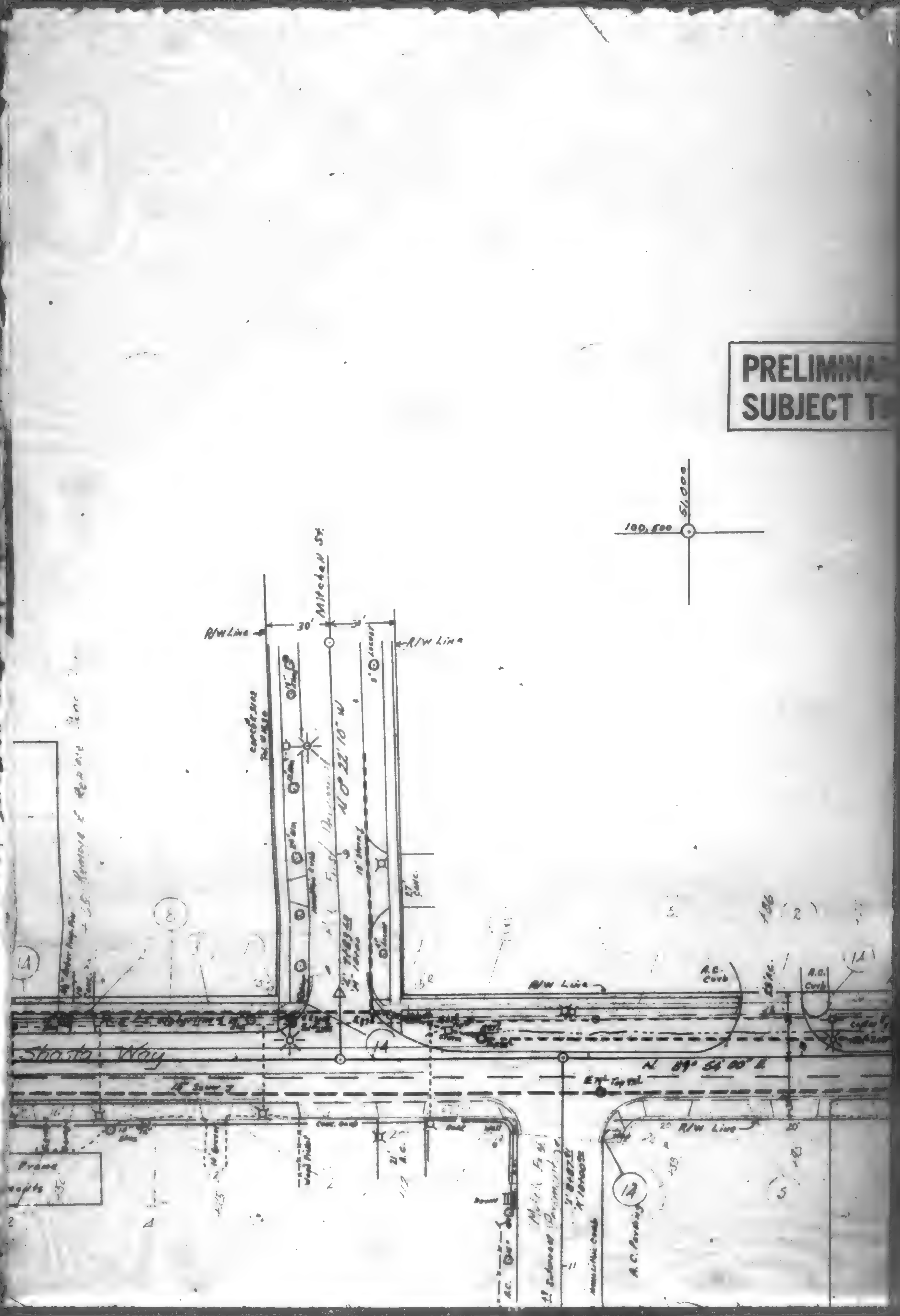
Remove & Salvage Exist Bridge Sta 47+32 - Sta 48+02

MARTIN ST.
100+00
50,000

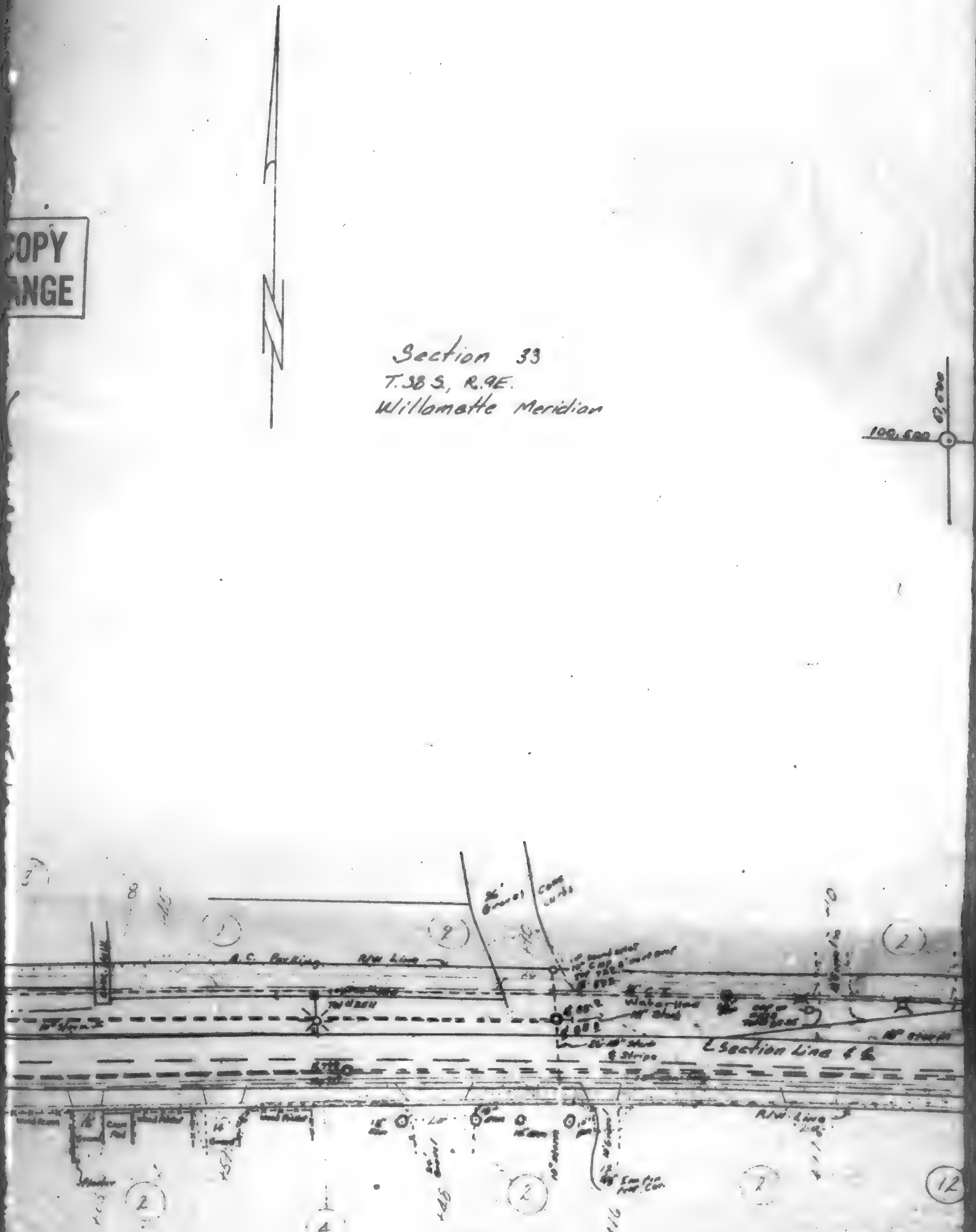


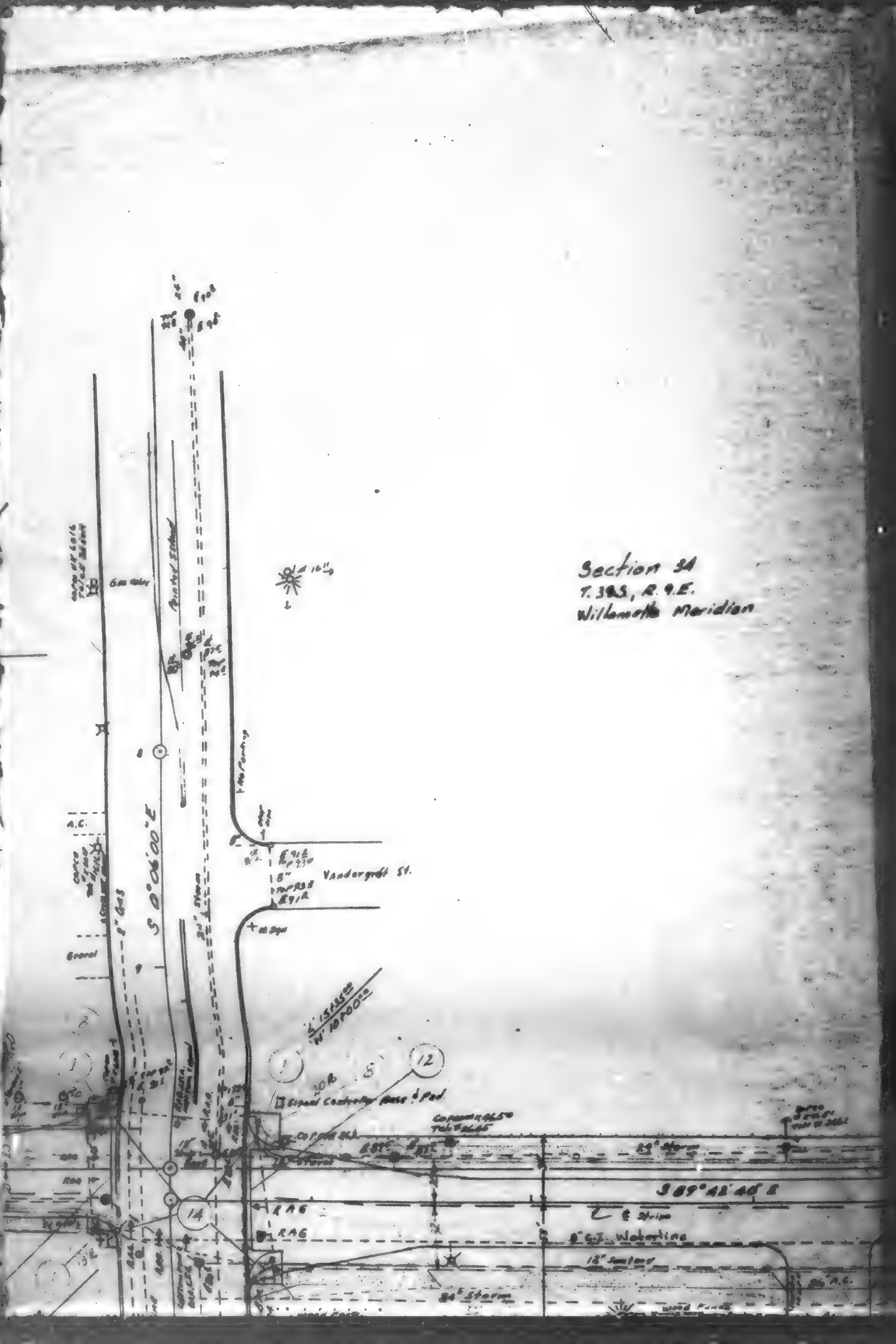
100,000
50,000
30'
30'
W Line
R/W Line
Division St.
N 0°21'30" W
Sanitary Sewer
Conc. Gutter
5/8" Rebar Prop Cor.
EQUA.
(Stucco - Block)
Beaver Electric
A.C. Walk
Conc. Pad
Concrete has been removed since the location has been started
A.C. Parking
R/W Line
Section Line
R/W Line

PRELIMINA
SUBJECT T

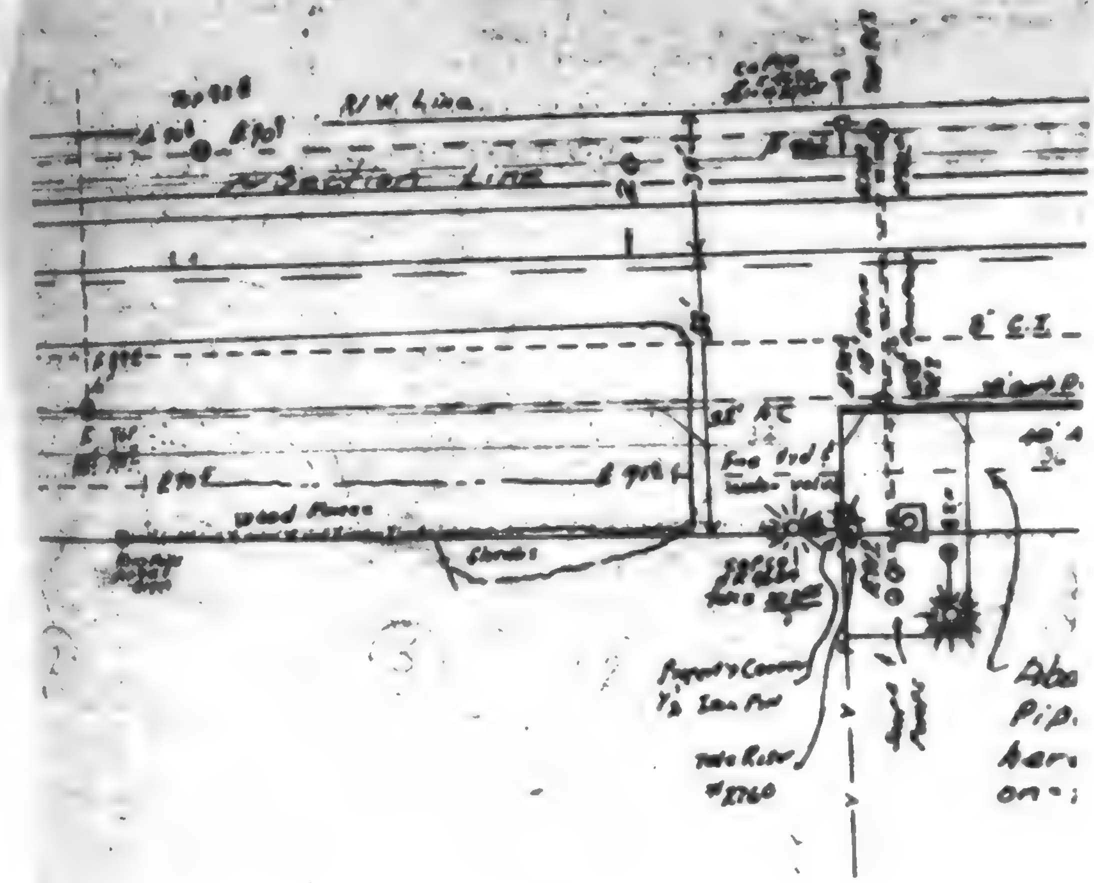


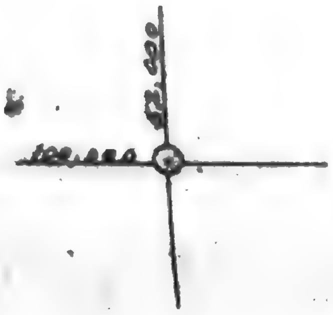
COPY
NGE

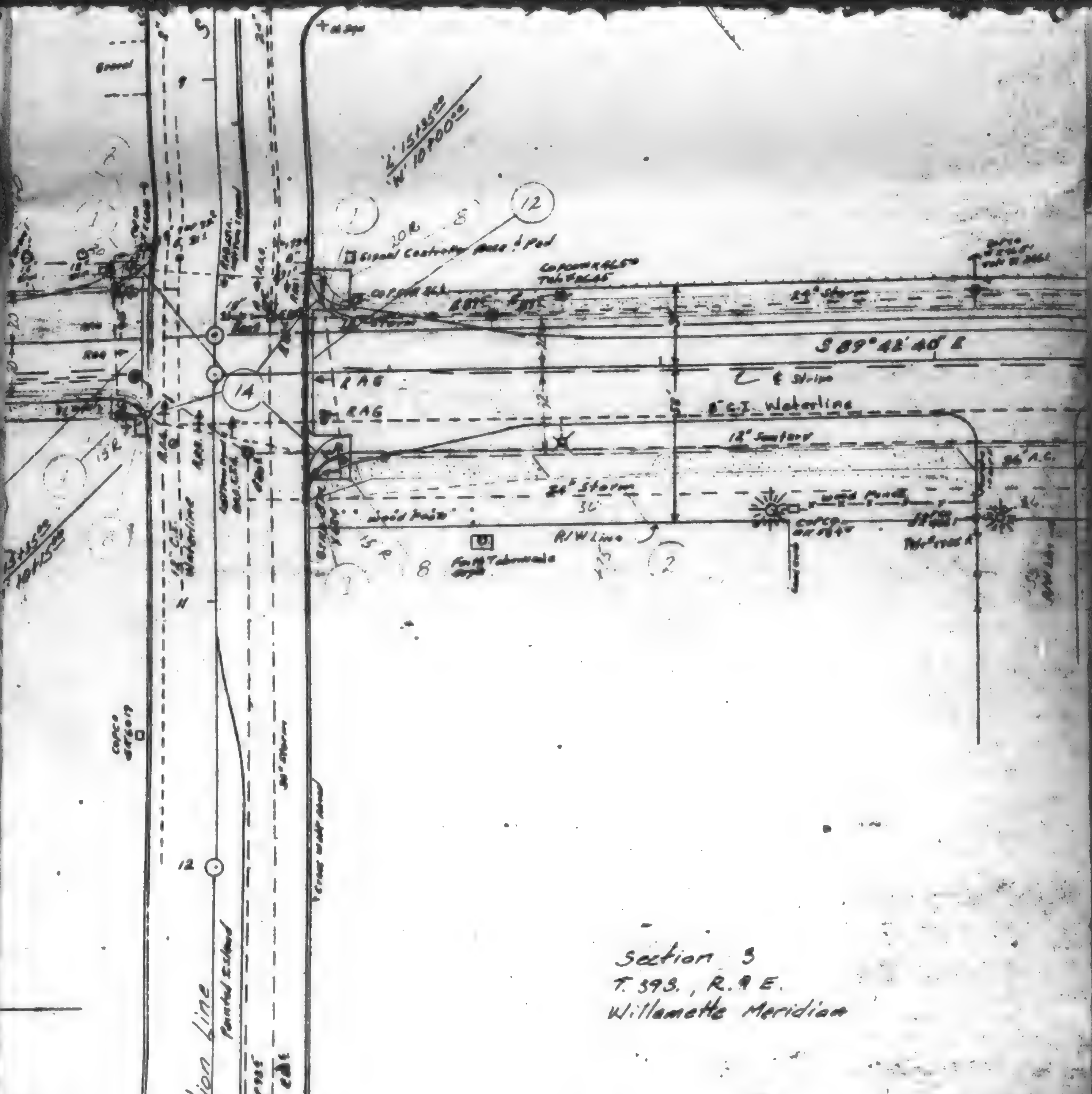

Section 33
T.38 S, R.9E.
Willamette Meridian
100,500
A.C. Parking
R/W Line
Gravel
Conc curb
Waterline
Section Line
Stripe
R/W Line
1
9
2
2
4
2
2
12
8
3


Section 34
T. 39S, R. 9E.
Willamette Meridian
Vandergrift St.
S 0°06'00" E
S 89°42'40" E
S 15135.00
W 10200.00
Signal Controller Base & Pod
8" C.I. Waterline
18" Sanitary
24" Storm
Storm
Wood Fence
A.C.
Gravel
8" Gas
RAG
12
14
1
5

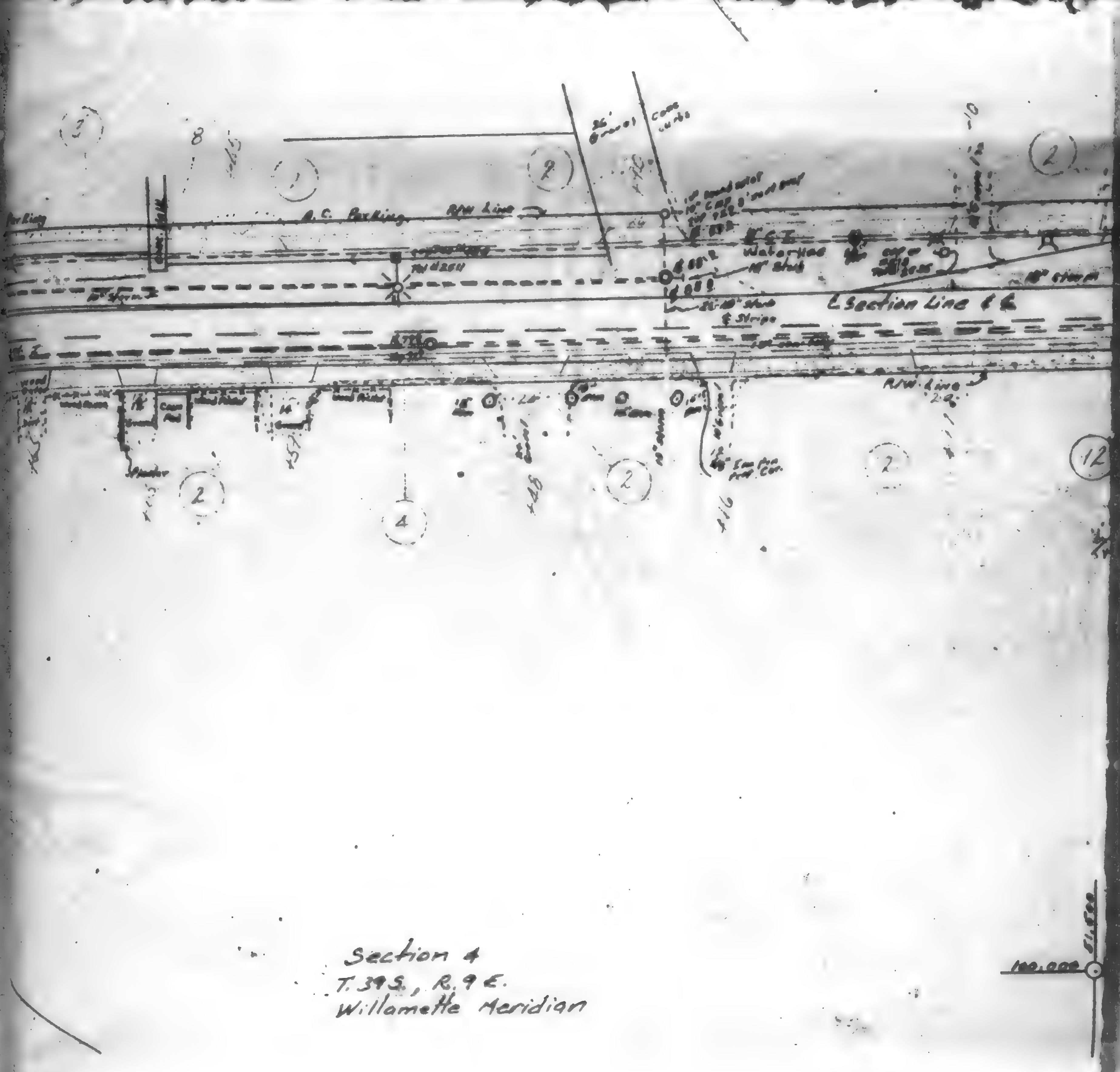
72,000
R/W. Line
Traction Line
Proposed Connection
1/2 Iron Pipe
#2760


R/W Line
Suction Line
Wood Fence
Shrubs
E.C.I.
Fire Hyd &
Property Corner
½ Iron Pin
Tele Riser
#5760
Abo
Pip
her
on

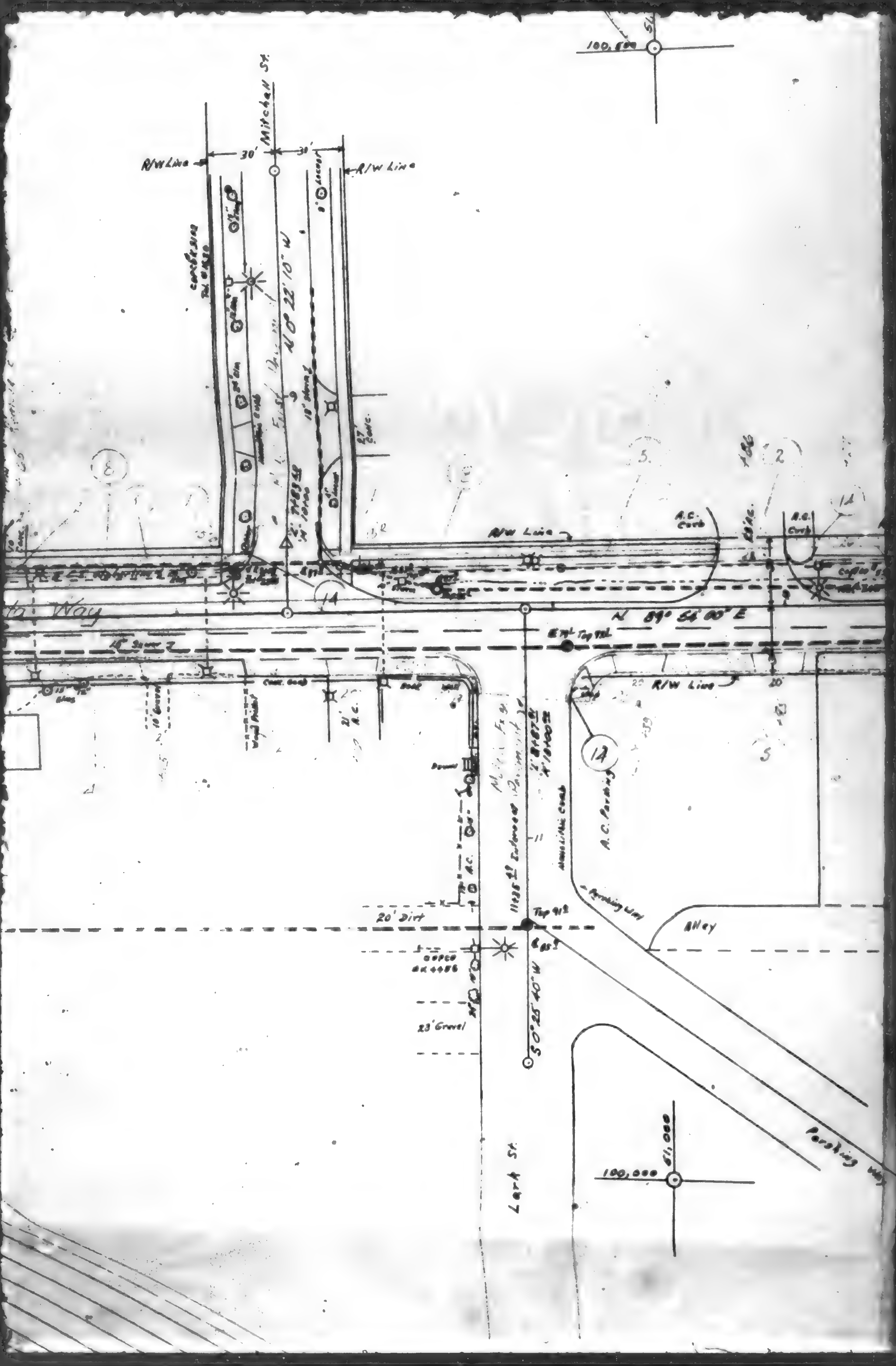

100,000

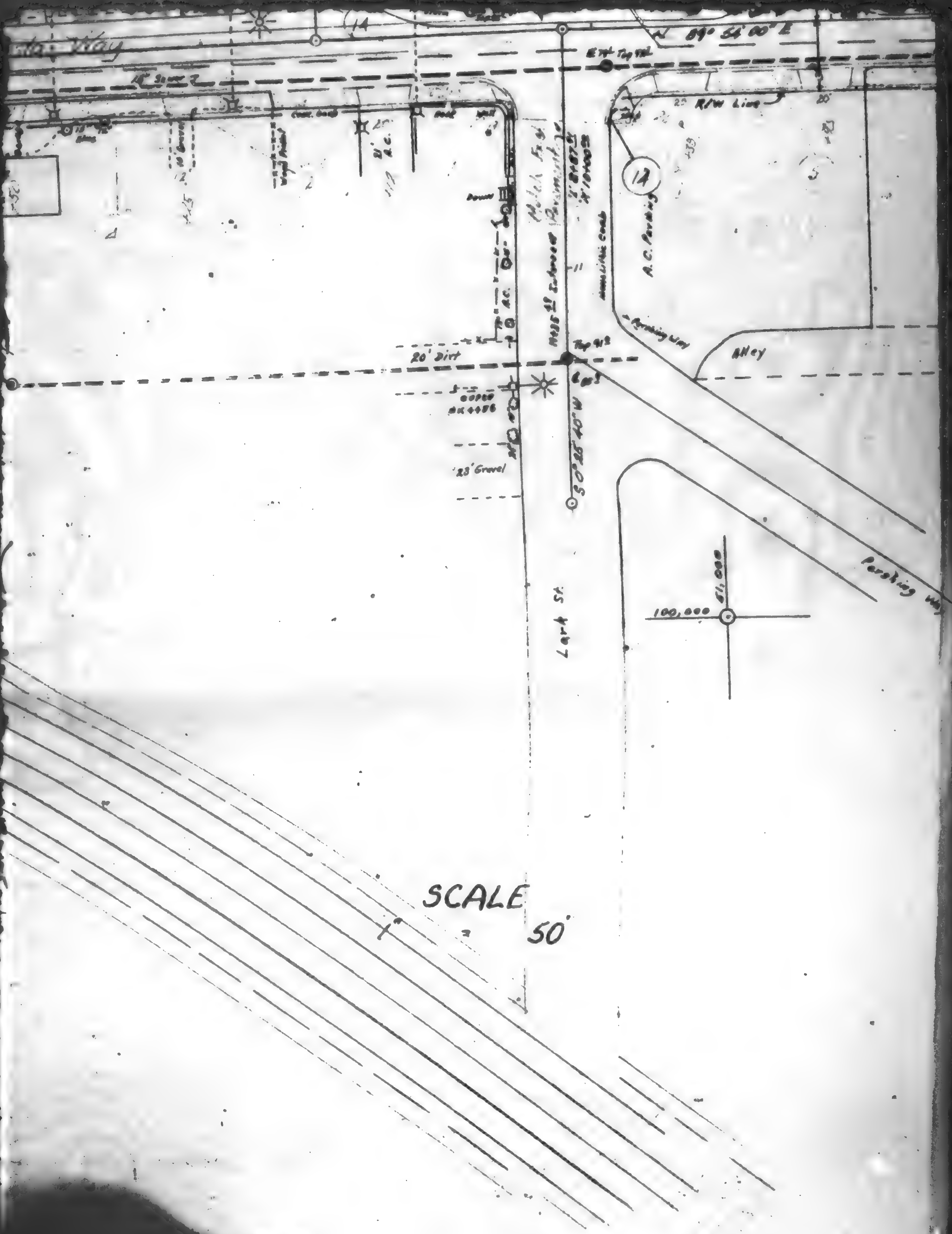


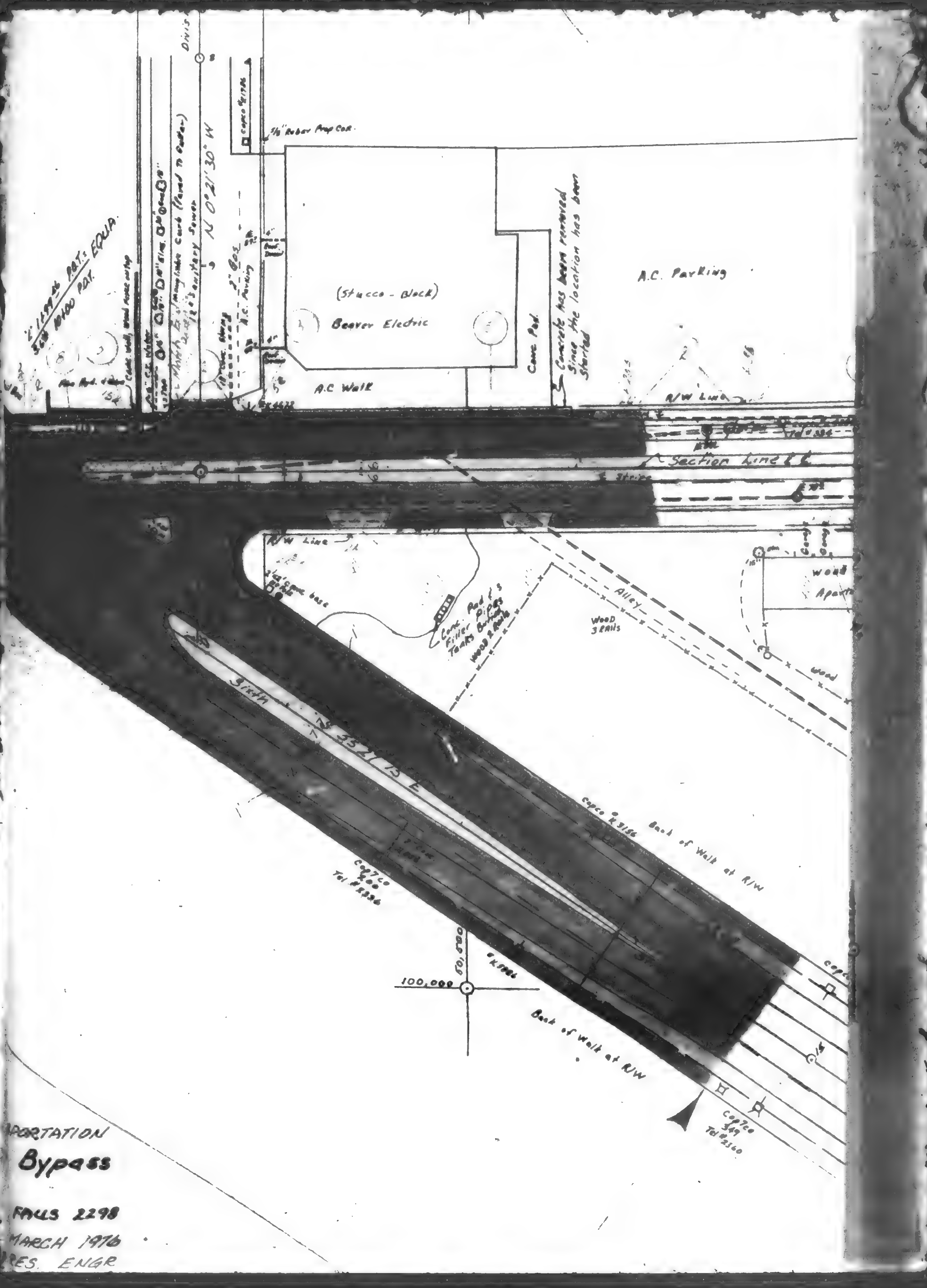
Section 3
T. 39S., R. 9 E.
Willamette Meridian



PRELIMINARY COPY
SUBJECT TO CHANGE


100,500
Mitchell St.
R/W Line
30'
30'
R/W Line
N 0° 22' 10" W
R/W Line
A.C. Curb
A.C. Curb
Way
N 89° 54' 00" E
18" Sewer
R/W Line
Top 91.2
1A
1A
1A
8
5
2
5
A.C. Parking
Monolithic Curb
Pershing Way
Alley
20' Dirt
23' Gravel
S 0° 25' 40" W
Lark St.
Pershing Way
100,000
61,000


1A
N 89° 54' 00" E
18" Storm D
R/W Line
20'
1A
A.C. Paving
Pershing Way
Alley
20' Dirt
23' Gravel
S 0° 25' 40" W
Lark St.
Pershing Way
100,000
51,000
SCALE
1" = 50'



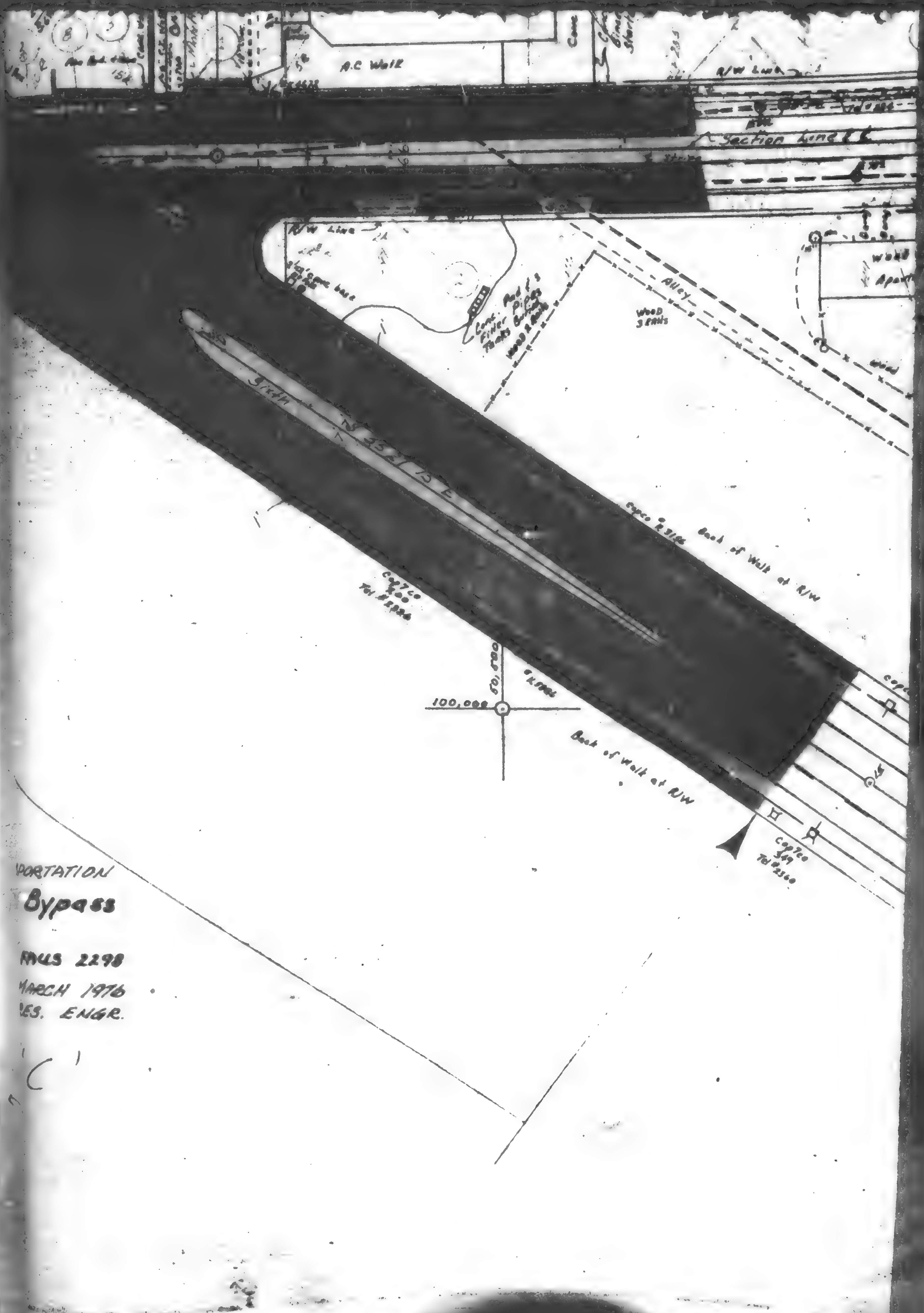
...PORTATION

Bypass

...FALLS 2298

MARCH 1976

...RES. ENGR



PORTATION

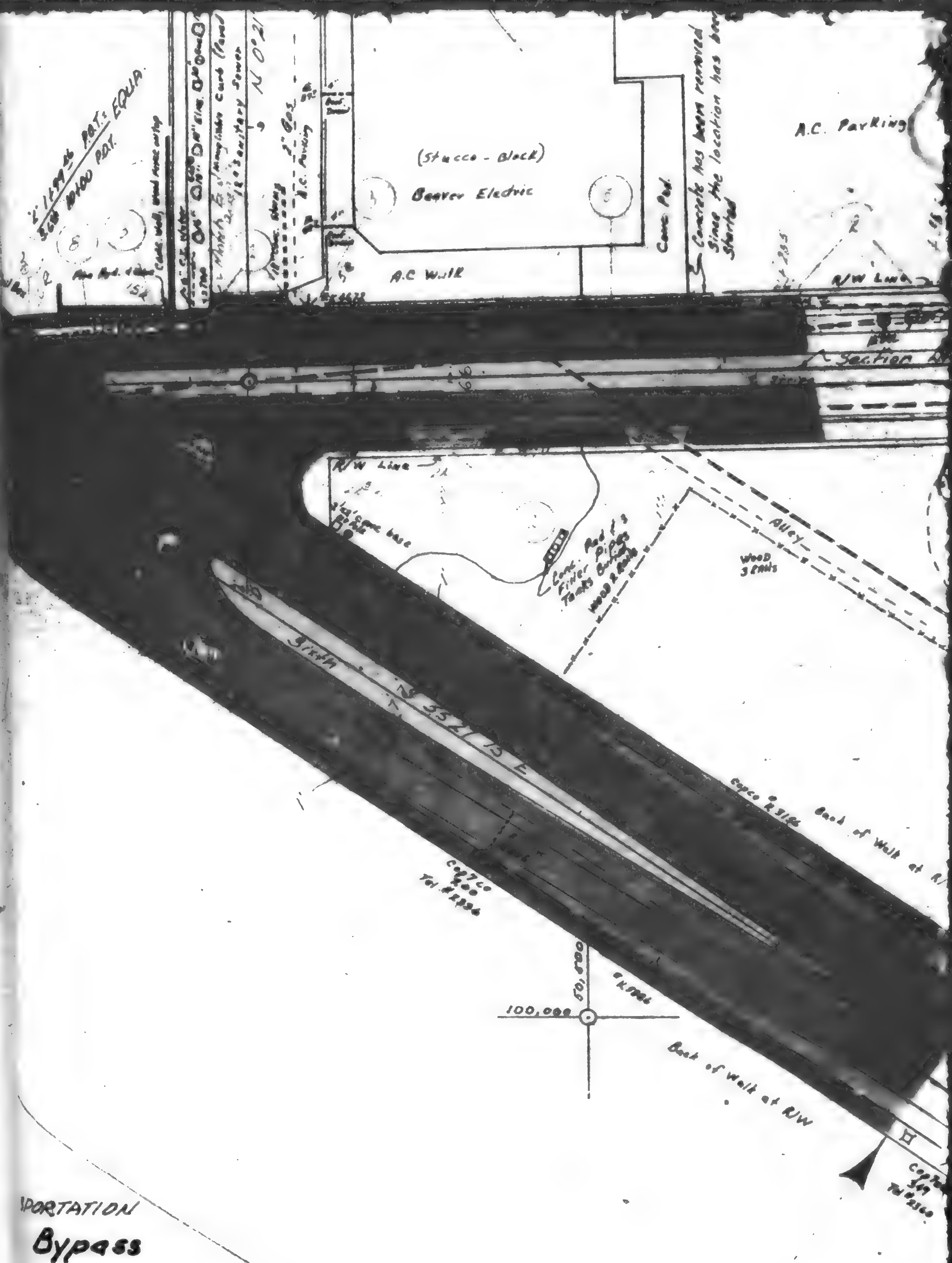
Bypass

FALLS 2298

MARCH 1976

RES. ENGR.

'C'



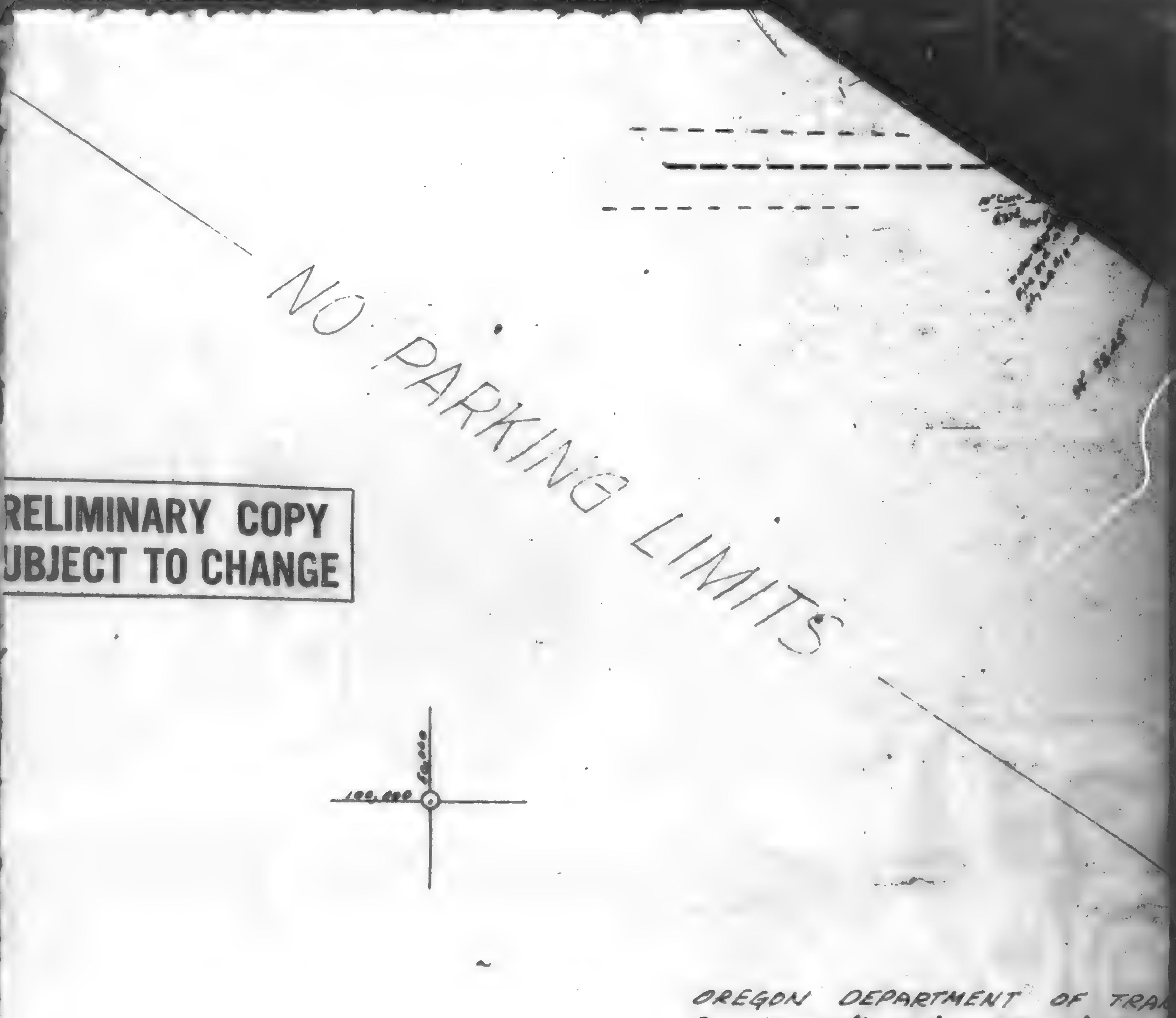
PORTATION
Bypass

FALLS 2298
MARCH 1976
RES. ENGR.

RELIMINARY COPY
UBJECT TO CHANGE

OREGON DEPARTMENT OF TRA
South 6th St. - East Side
Detail Map
City County St.
PREFIX: 318-1910
E. J. DUNN

Hearing Exhibit
Aug. 9 1976



RELIMINARY COPY
UBJECT TO CHANGE

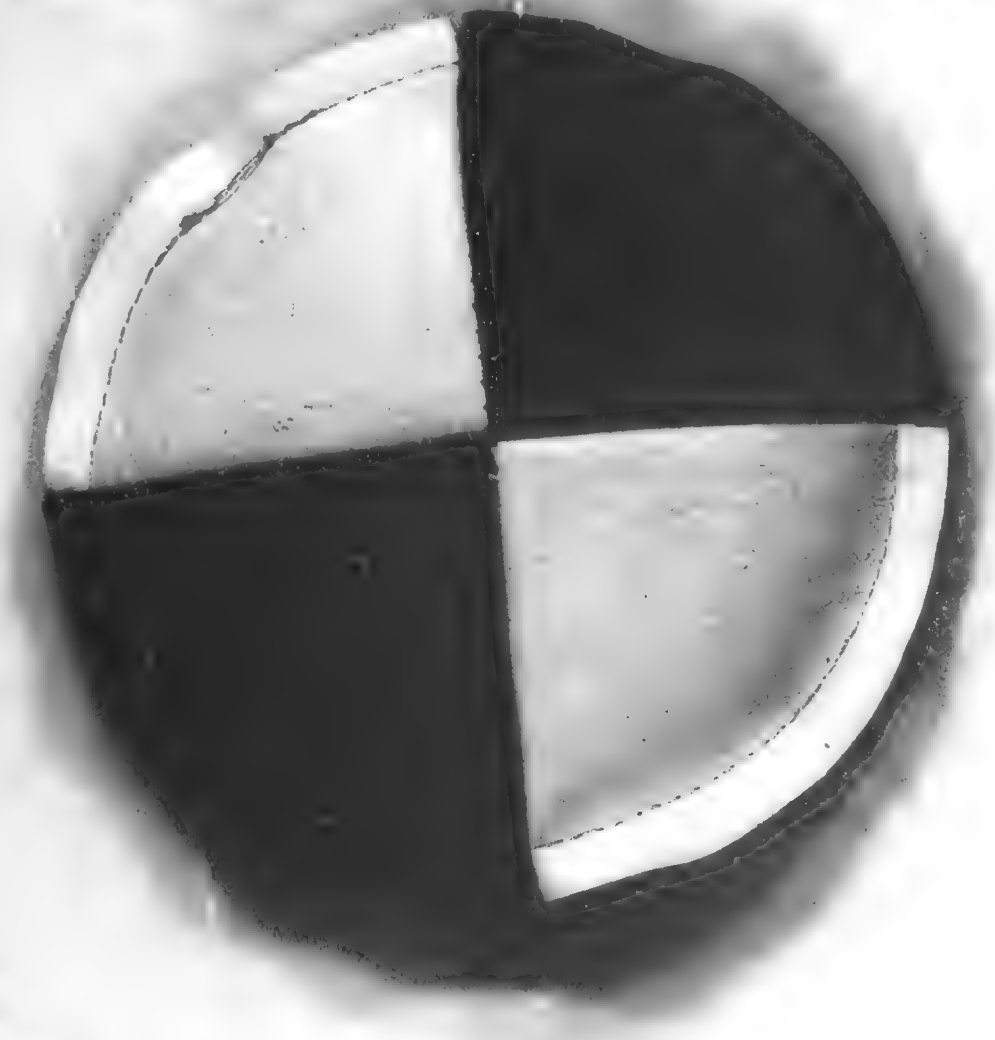
OREGON DEPARTMENT OF TRA
South 6th St. - East Side
Detail Map
City County St.
PREFIX: 318-1910
E. J. DUNN

Hearing Exhibit
Aug 9, 1976

Detail Map

South Sixth Street - East Side Bypass

Shasta Way



Detail Map

ixth Street - East Side Bypass

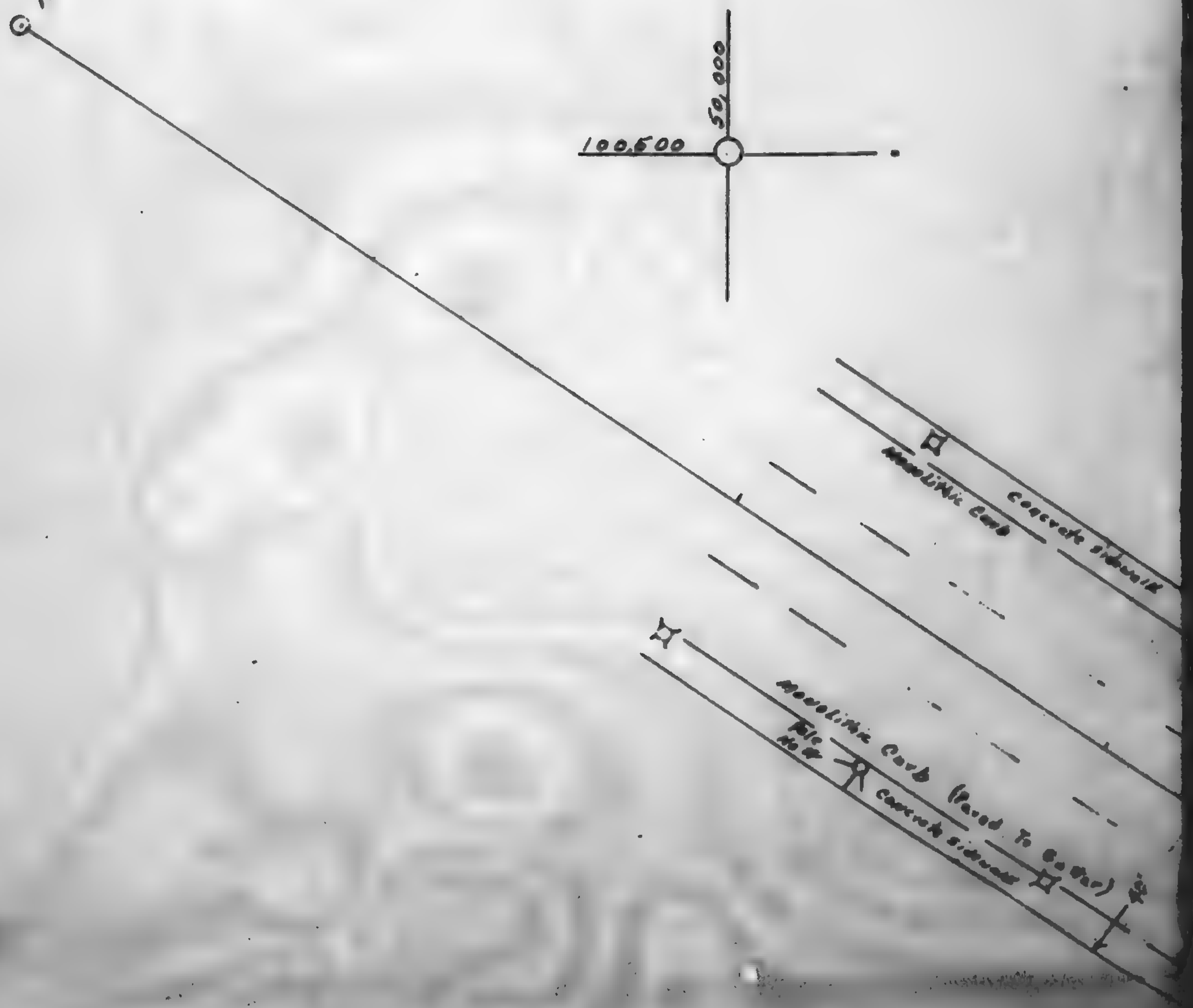
Shasta Way

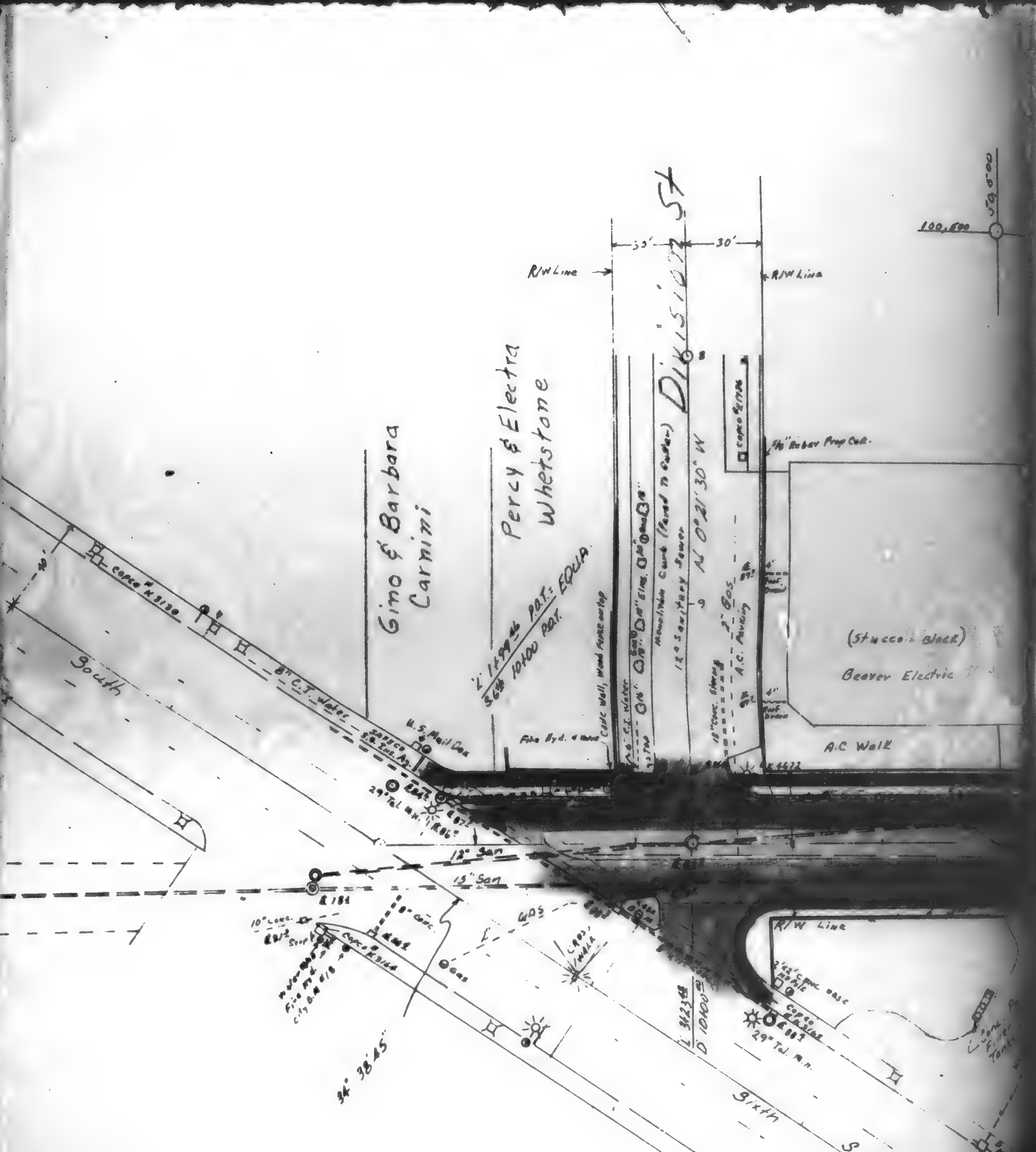
ass

PRELIMINARY COPY
SUBJECT TO CHANGE

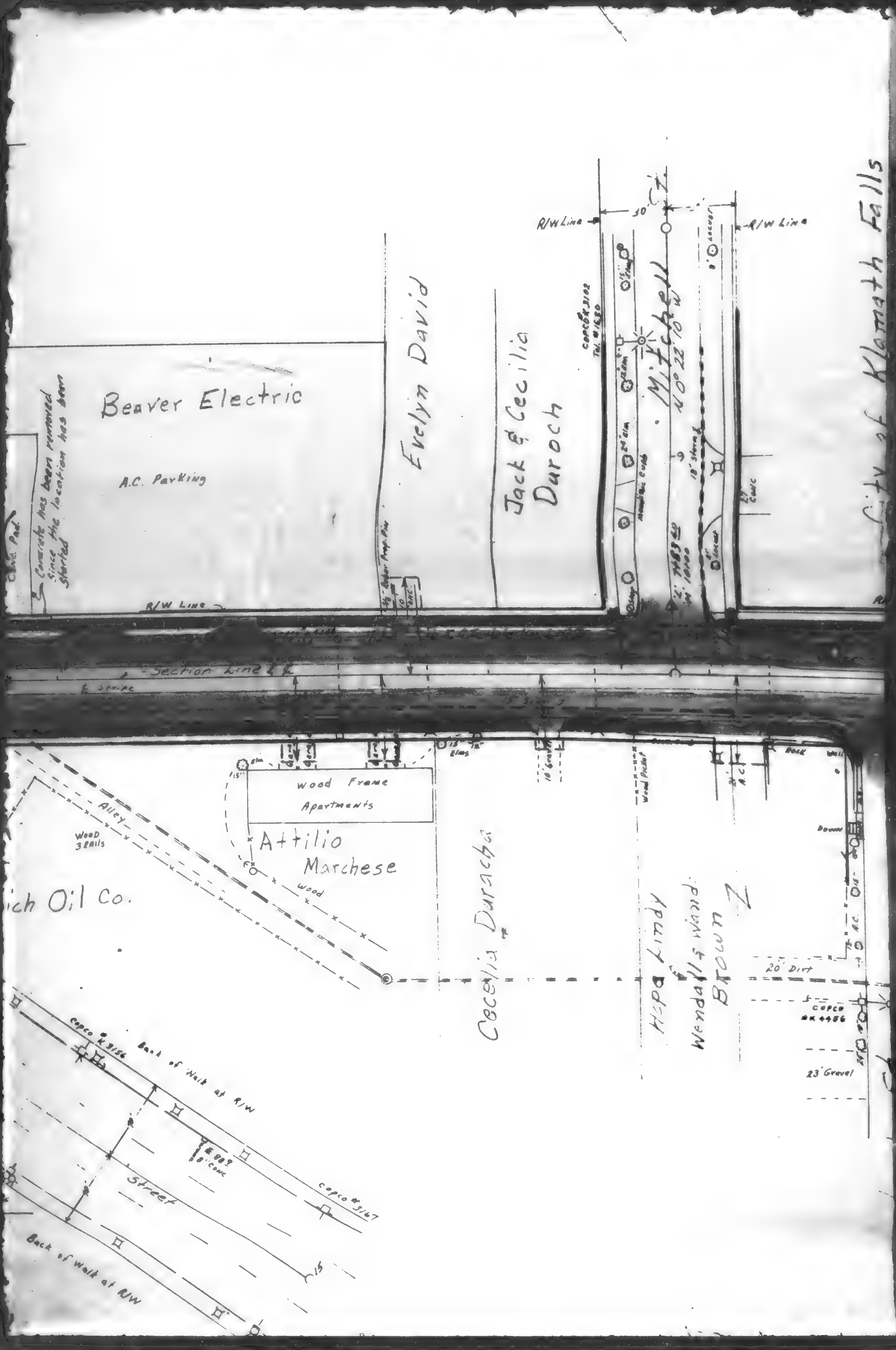
333 Lin Ft [illegible] (770 [illegible])

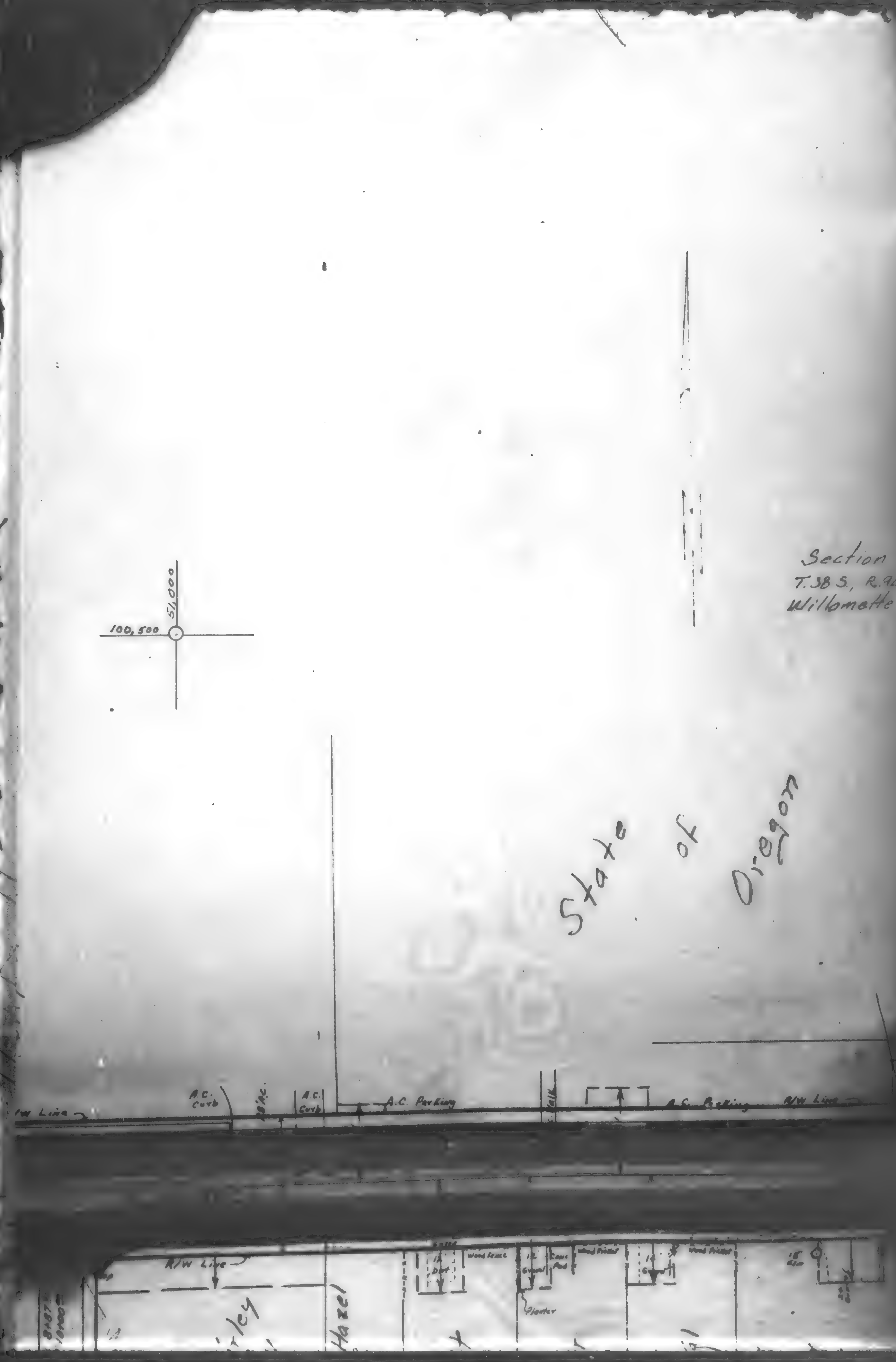
Remove Conc Gutters

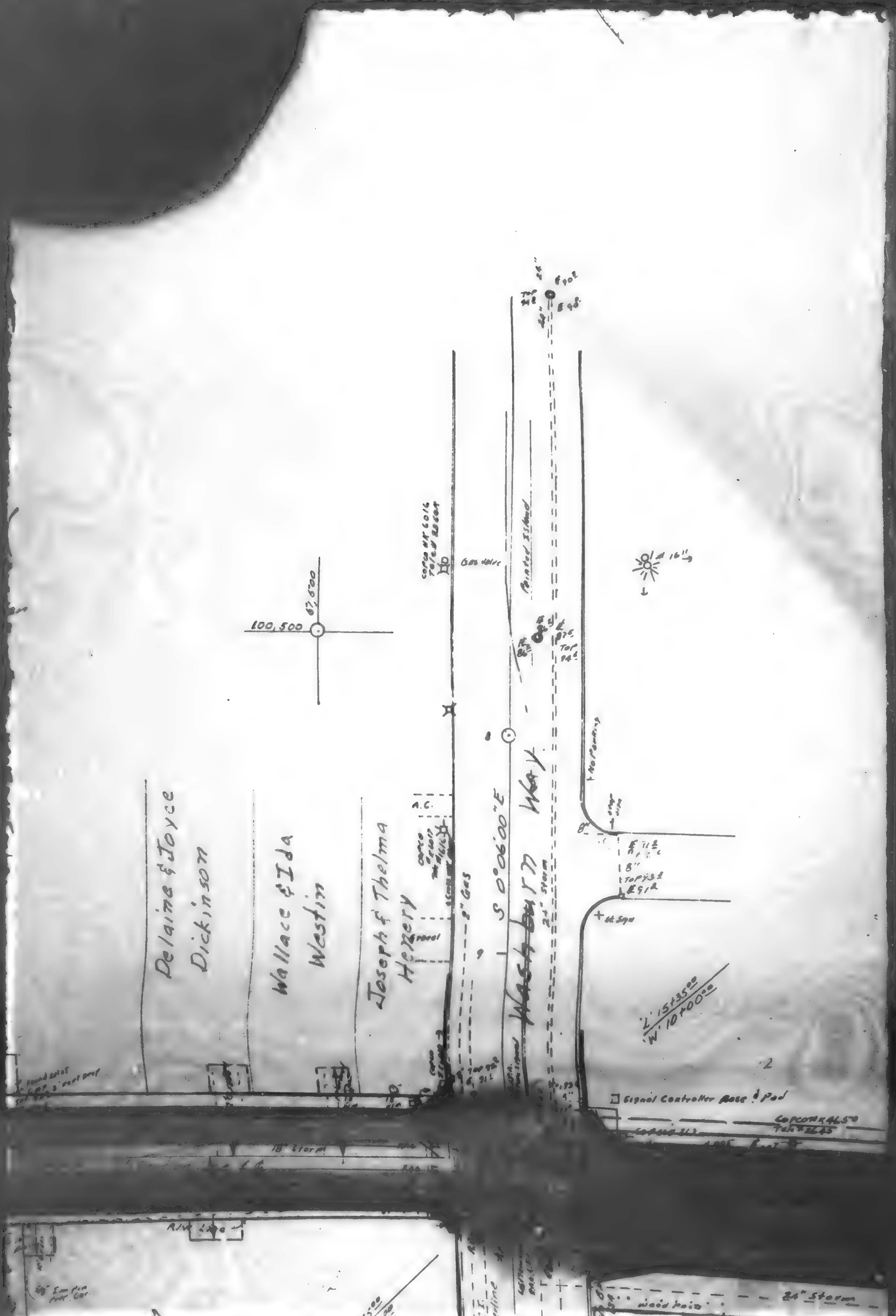

10
50,000
100,500
Concrete sidewalk
Monolithic Curb
Monolithic Curb (Paved To Gutter)
Pole No 4
Concrete sidewalk
40'

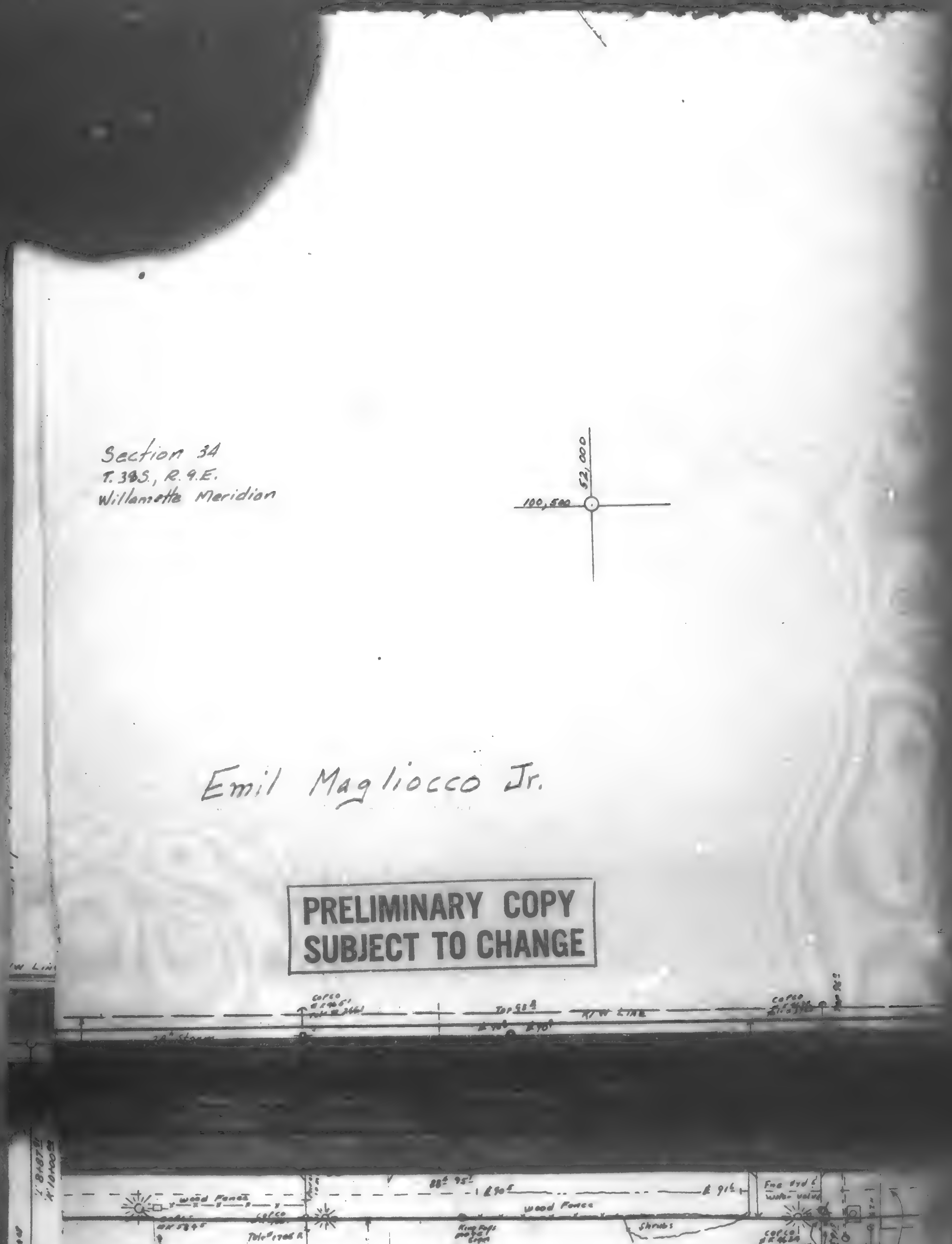

Division St
R/W Line
30'
30'
R/W Line
100,500
50,600
Gino & Barbara
Carnini
Percy & Electra
Whetstone
"L" 1+99.46 P.O.T. = EQUA.
36+ 10+00 P.O.T.
Fire Hyd. 4 area
Conc Wall, Wood Fence on top
6" C.I. Water
Monolithic Curb (Paved to Gutter)
12" Sanitary Sewer
N 0°21'30" W
18" Conc. Storm
2" Gas
A.C. Paving
Copco K2706
5/8" Rebar Prop Cor.
(Stucco Block)
Beaver Electric
Roof Drain
A.C. Walk
K4472
Copco K3132
8" C.I. Water
U.S. Mail Box
Sesco S.P. Ins. Ag.
29" Tel M.H.
K867
K868
South
12" San
15" San
K 181
10" Conc.
KN2
Stop
Fire Hyd.
City B.M. 618
Copco K3164
8" Conc.
KN2
Gas
GAS
Cross Walk
34° 38'45"
L 36+23.48
D 10+00
29" Tel. M.H.
K 883
Copco
2'x4' Conc. Base
R/W Line
Conc. Filler Tanks
Sixth
S 55°27'15" E
8" Conc.
K 881
Copco K00
Tel #2336
100,000
50,500

MINARY COPY

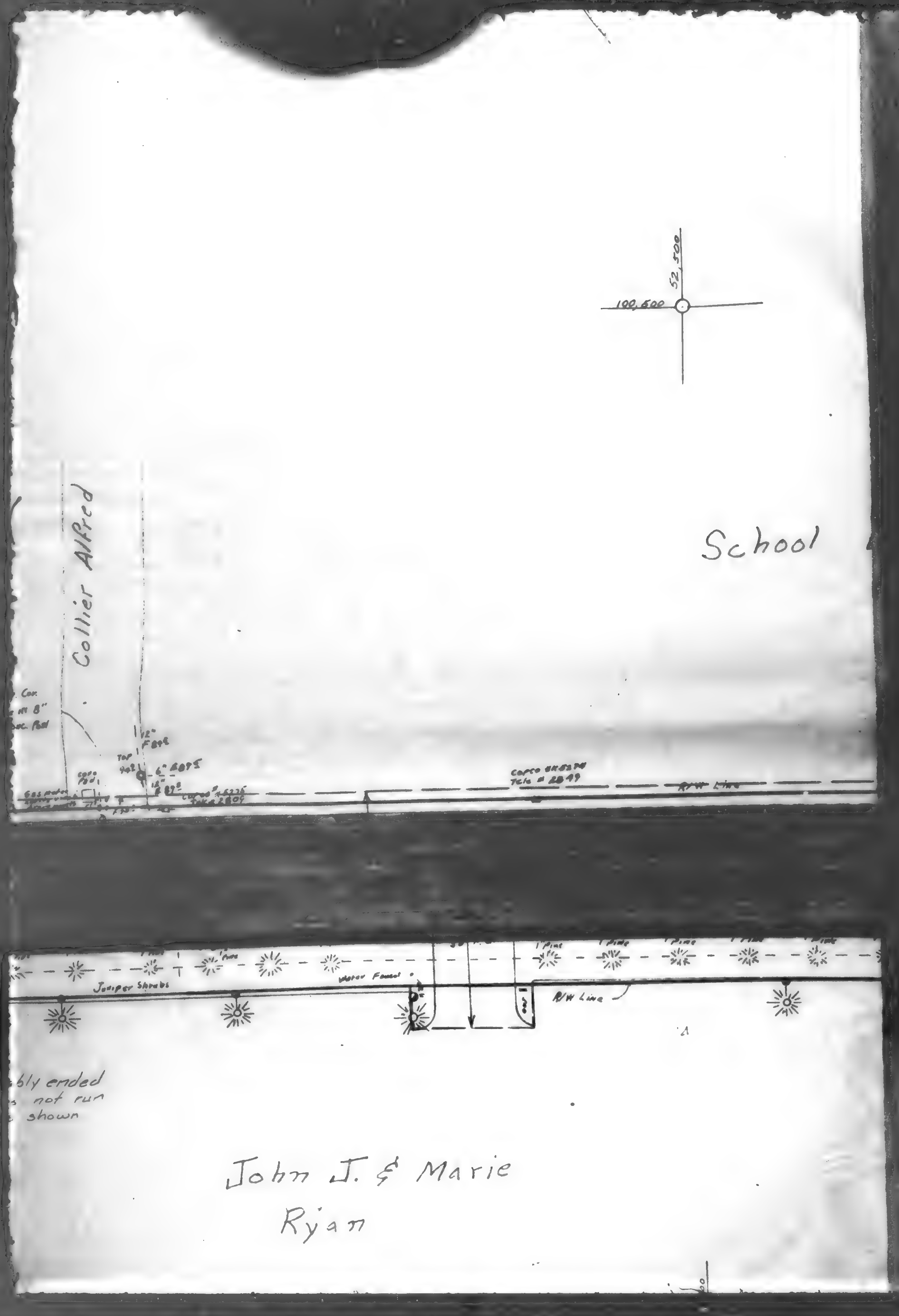

Beaver Electric
A.C. Parking
Conc. Pad
Concrete has been removed since the location has been started
R/W Line
Evelyn David
Jack & Cecilia Duroch
R/W Line
30'
C/L
Mitchell
N0°22'10"W
R/W Line
City of Klamath Falls
Section Line
Stripe
Wood Frame Apartments
Attilio Marchese
Alley
Wood 3 Rails
Wood
ich Oil Co.
Cecelia Duracha
Wood Picket
Hope Lindy
Wendall & Wand Brown
Z
Rock Wall
Down
20' Dirt
COPCO #K4456
23' Gravel
COPCO K3156
Back of Walk at R/W
8" Conc
Street
COPCO #3167
Back of Walk at R/W


Section
T.38 S., R.9E
Willamette
51,000
100,500
State of Oregon
A.C. Curb
A.C.
A.C. Curb
A.C. Parking
Walk
A.C. Parking
R/W Line
R/W Line
R/W Line
Wood Fence
Wood Pickets
Wood Pickets
12 Dirt
12 Gravel
12 Gravel
Conc Pad
Planter
15 Elm
Alley
Hazel
8487
10100

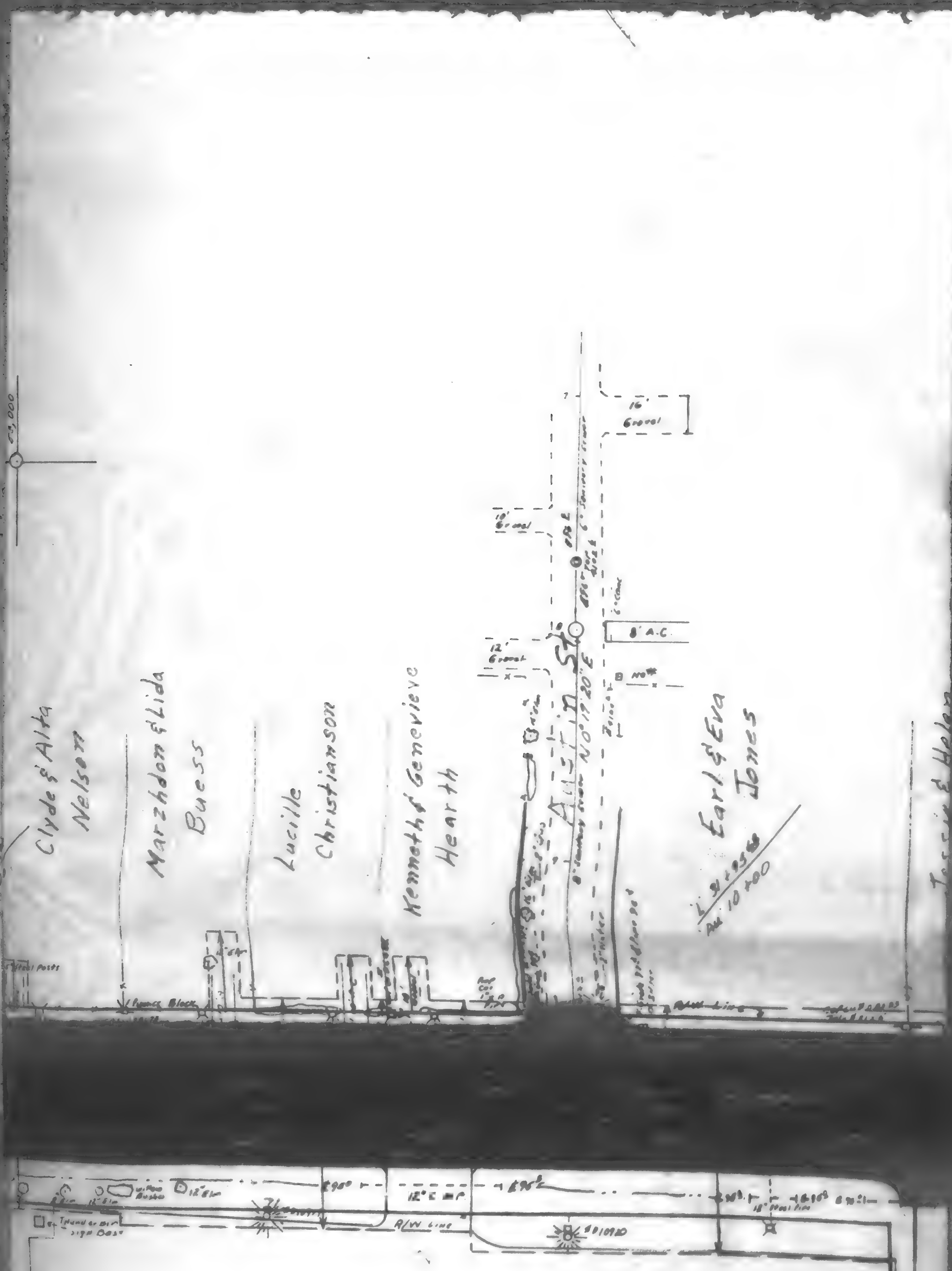

Delaine & Joyce Dickinson
Wallace & Ida Westin
Joseph & Thelma Hemery
S 0°06'00"E
Washburn Way
100,500
87,500
Gas Valve
Painted Island
A.C.
8" Gas
24" Storm
No Parking
Top 93.2
E 91.2
'L' 15+35.00
'W' 10+00.00
Signal Controller Base & Pad
18" Storm
24" Storm
R/W



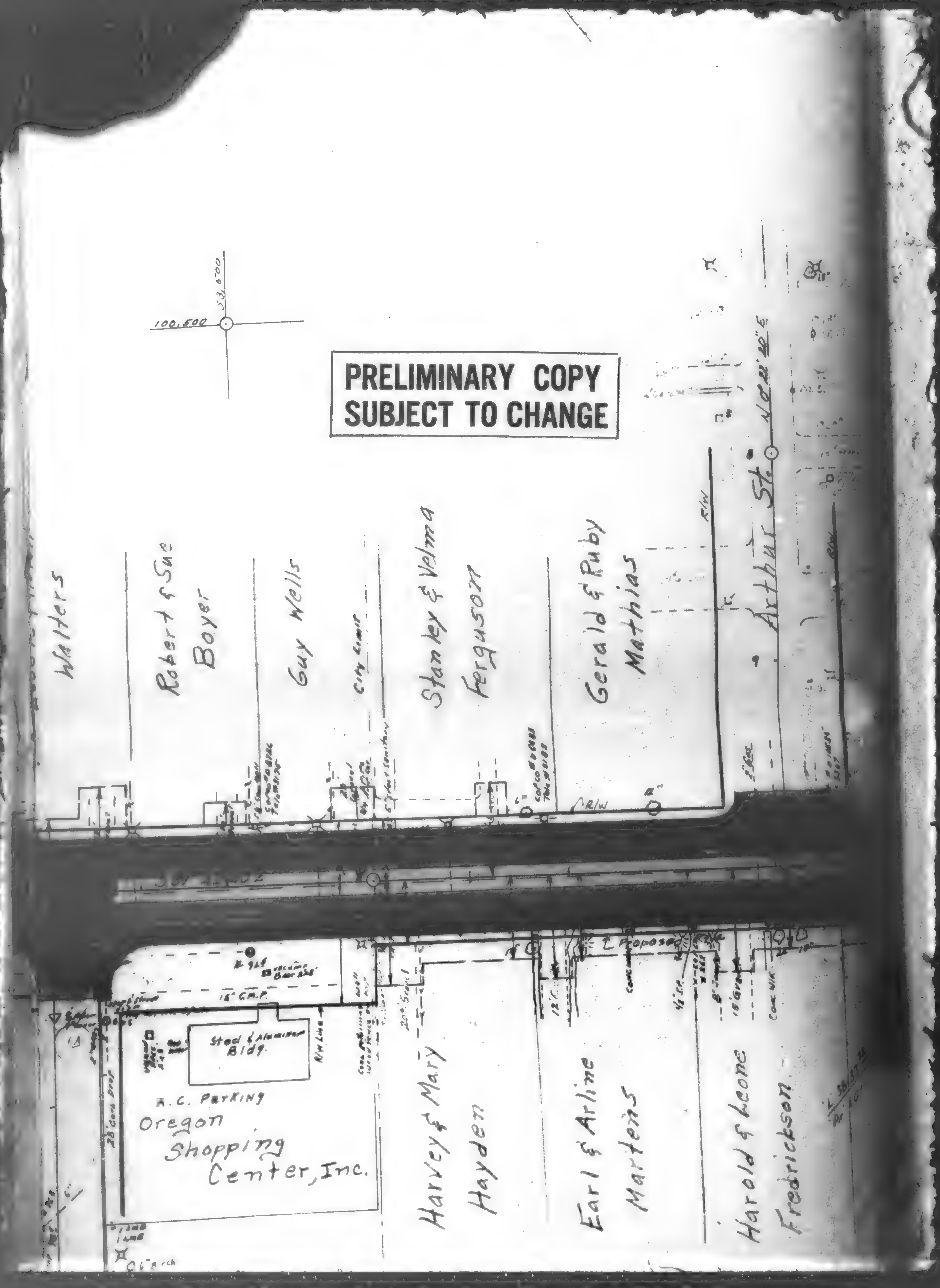
PRELIMINARY COPY
SUBJECT TO CHANGE

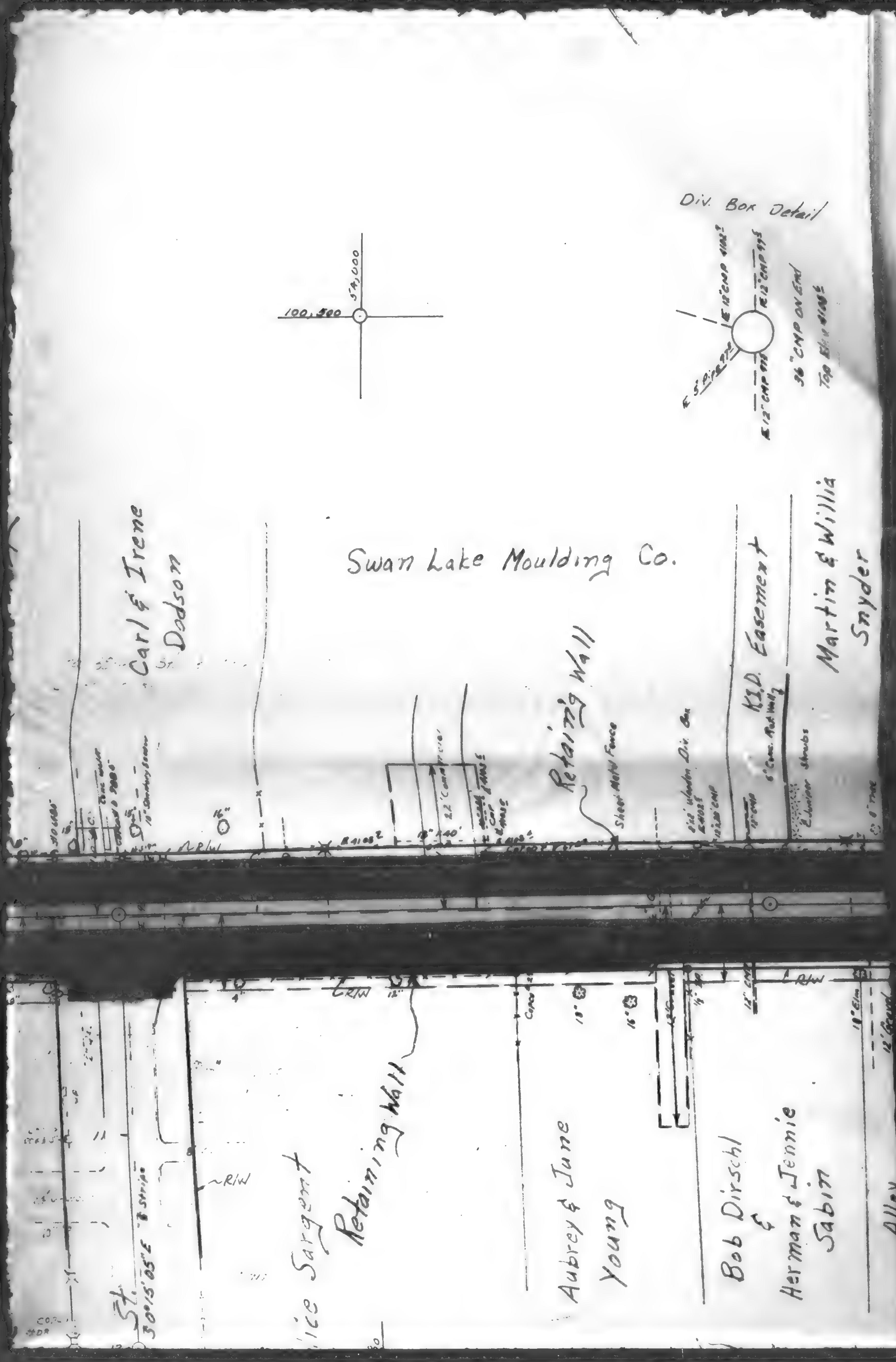

52,500
100,500
School
Collier Alfred
Cor.
8"
Pad
12"
F 898
Top
902
6" E 895
12"
E 898
Corco Pad
Gas meter
Corco 6K5274
Tele # 2849
Corco 6236
Tele 2809
R/W Line
Pine
Pine
1' Pine
1' Pine
1' Pine
1' Pine
1' Pine
Water Faucet
Juniper Shrubs
R/W Line
bly ended
not run
shown
John J. & Marie
Ryan

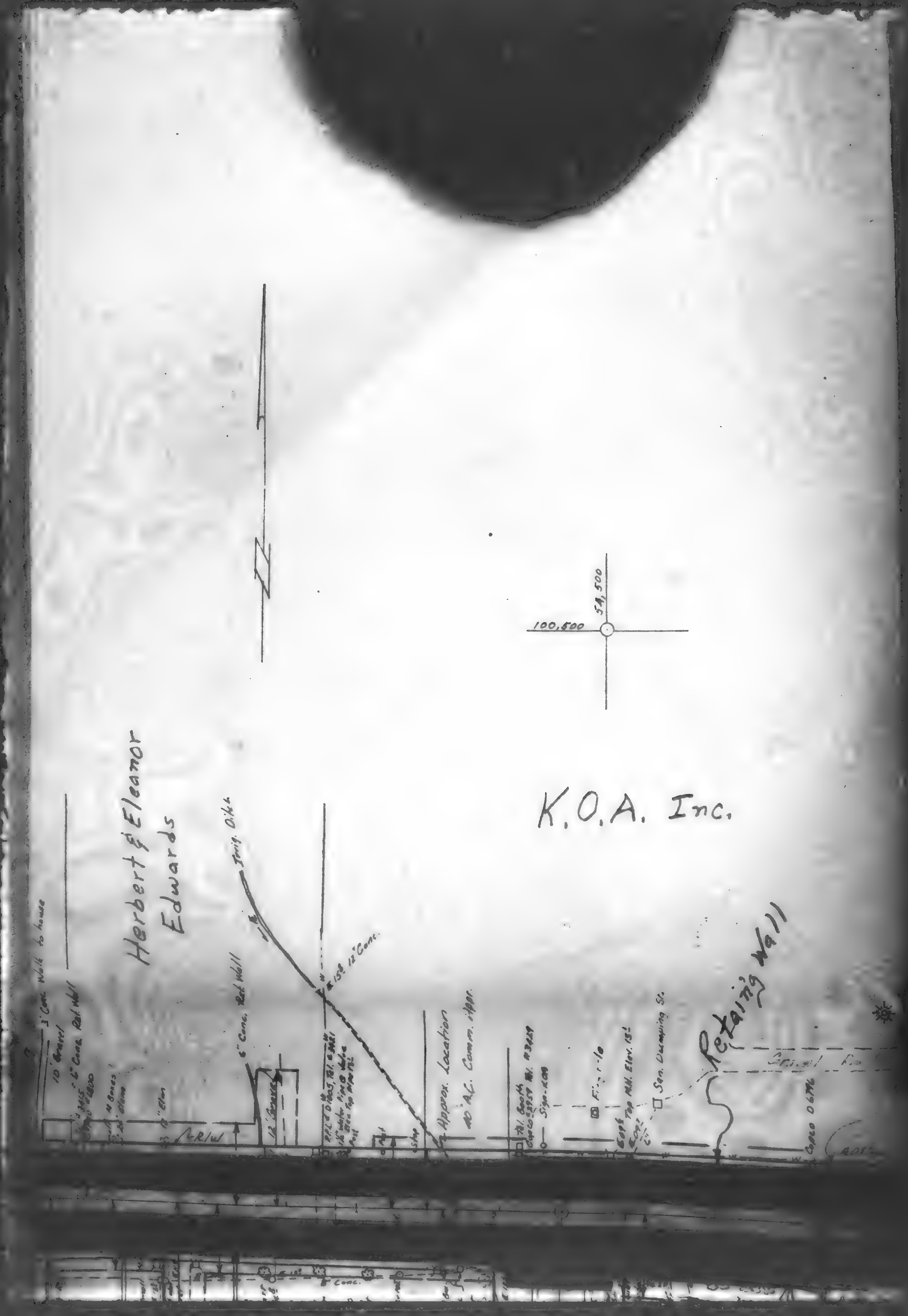
Dist. #1
30'
3'
R/W Line
R/W Line
Avalon St.
N 0°09'35"E
Clyde & Ella
10
18" Elm
18" Elm
20" Elm
18" Elm
24" Elm
Fire Hyd.
16'
Gravel
18' C.M.P.
20"x12" Tee
COPCO
R/W Line
24" Storm
River Rock
River Rock
R/W Line
24" Storm
24" Round


Clyde & Alta Nelson
Marzhdom & Lida Buess
Lucille Christianson
Kenneth & Genevieve Hearth
Austin St.
N0°17'20"E
Earl & Eva Jones
Jessie & Helen
16' Gravel
10' Gravel
12' Gravel
8' A.C.
Steel Posts
R/W Line
12" E Elm
Thunderbird sign Post
A.C Parking
Joe Fales

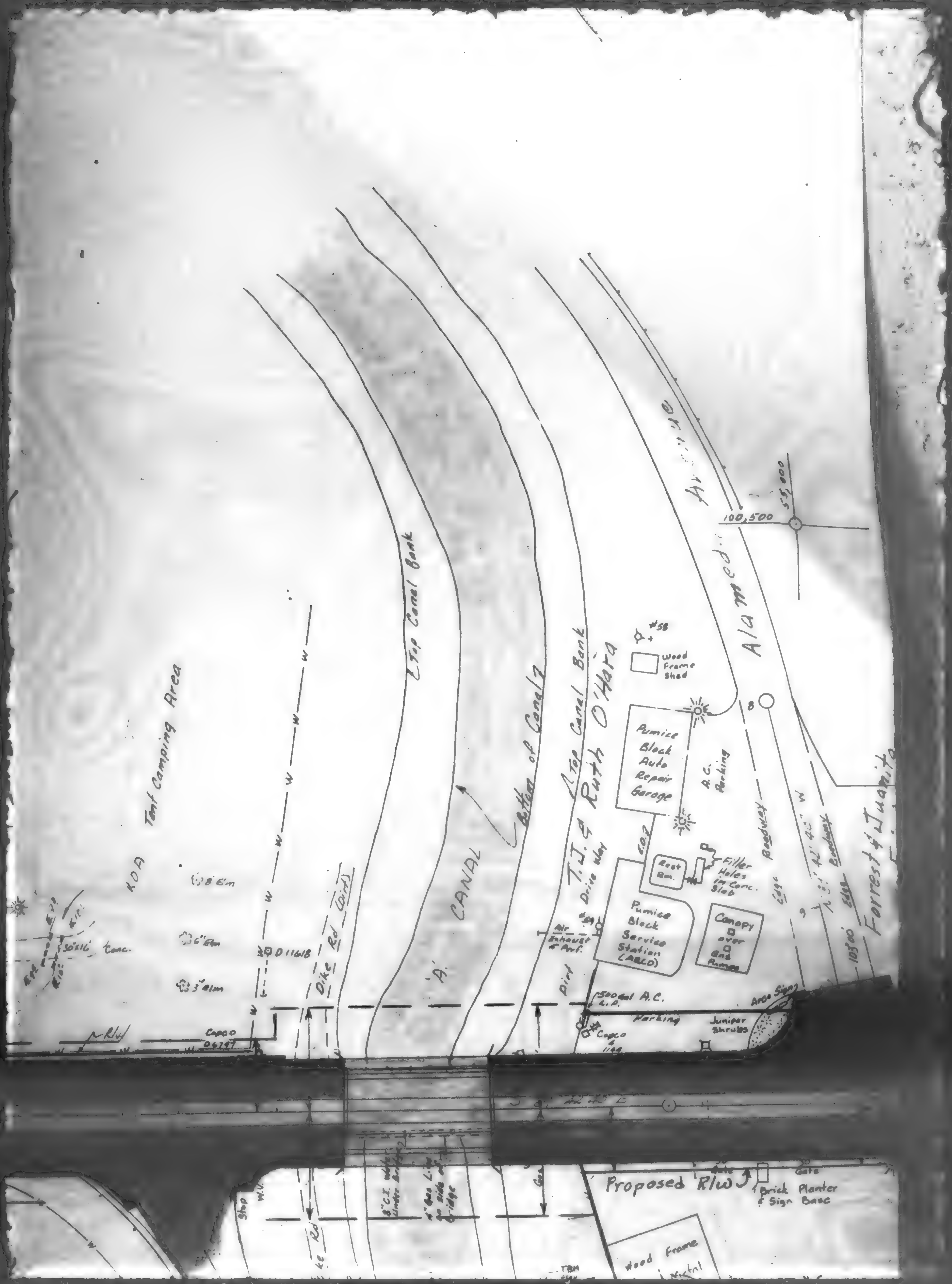
PRELIMINARY COPY
SUBJECT TO CHANGE

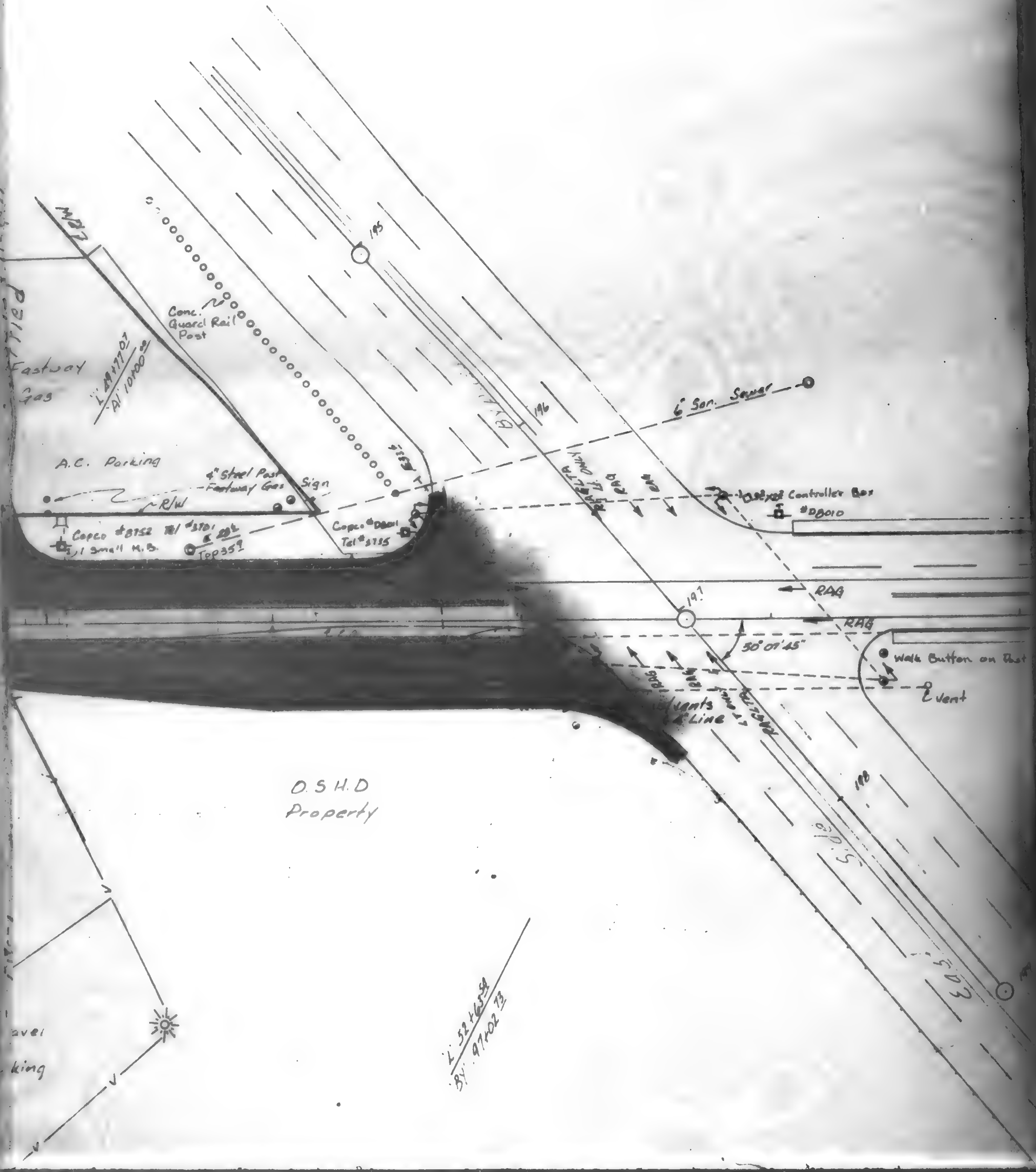


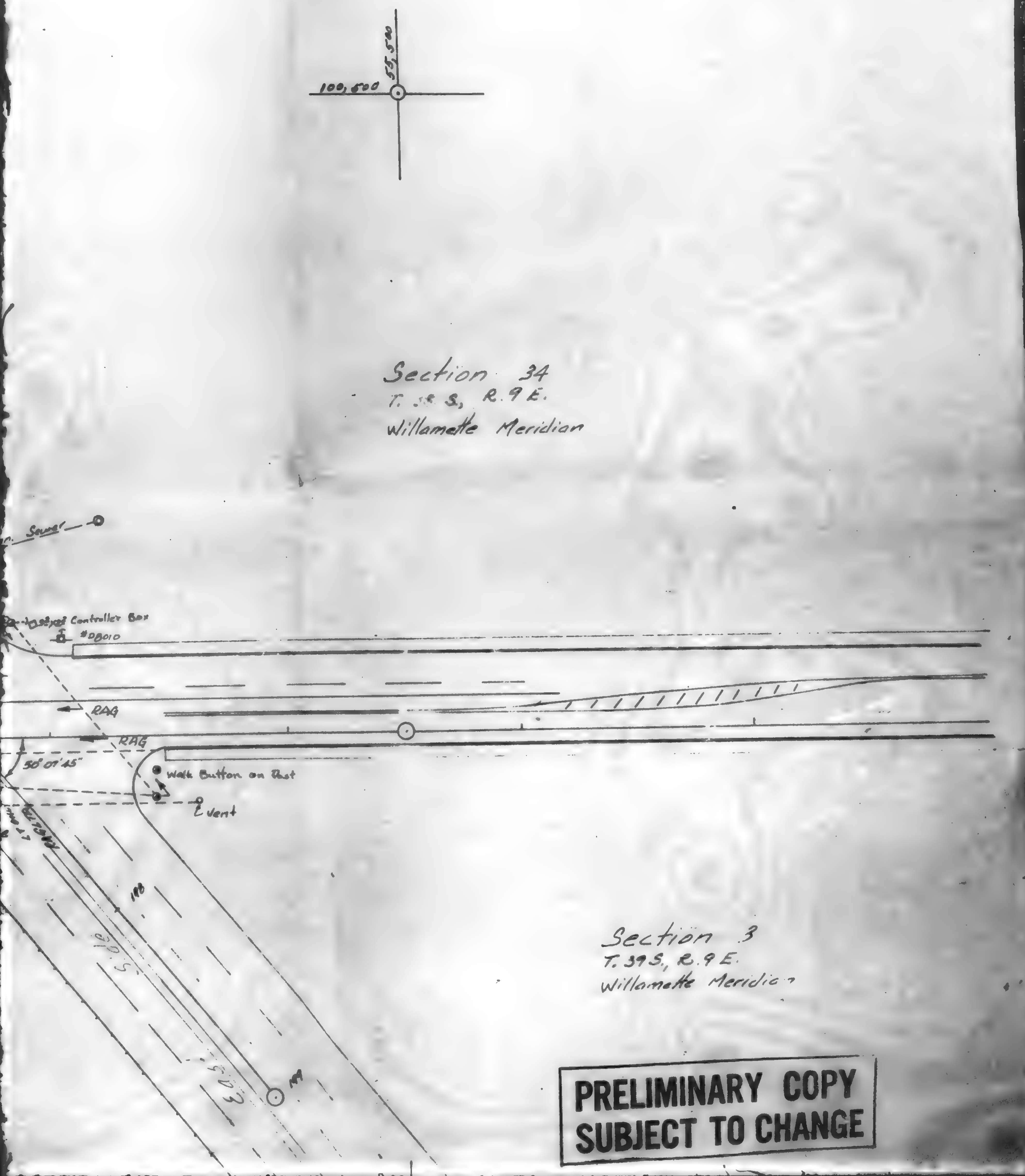

Div. Box Detail
36" CMP on End
Top Elev.
100,500
Swan Lake Moulding Co.
Carl & Irene Dodson
Retaining Wall
K.I.D. Easement
Martin & Willia Snyder
Sheet Metal Fence
R/W
...ice Sargent
Retaining Wall
Aubrey & June Young
Bob Dirschl & Herman & Jennie Sabin
Alley
St.
30°15'05"E
R/W



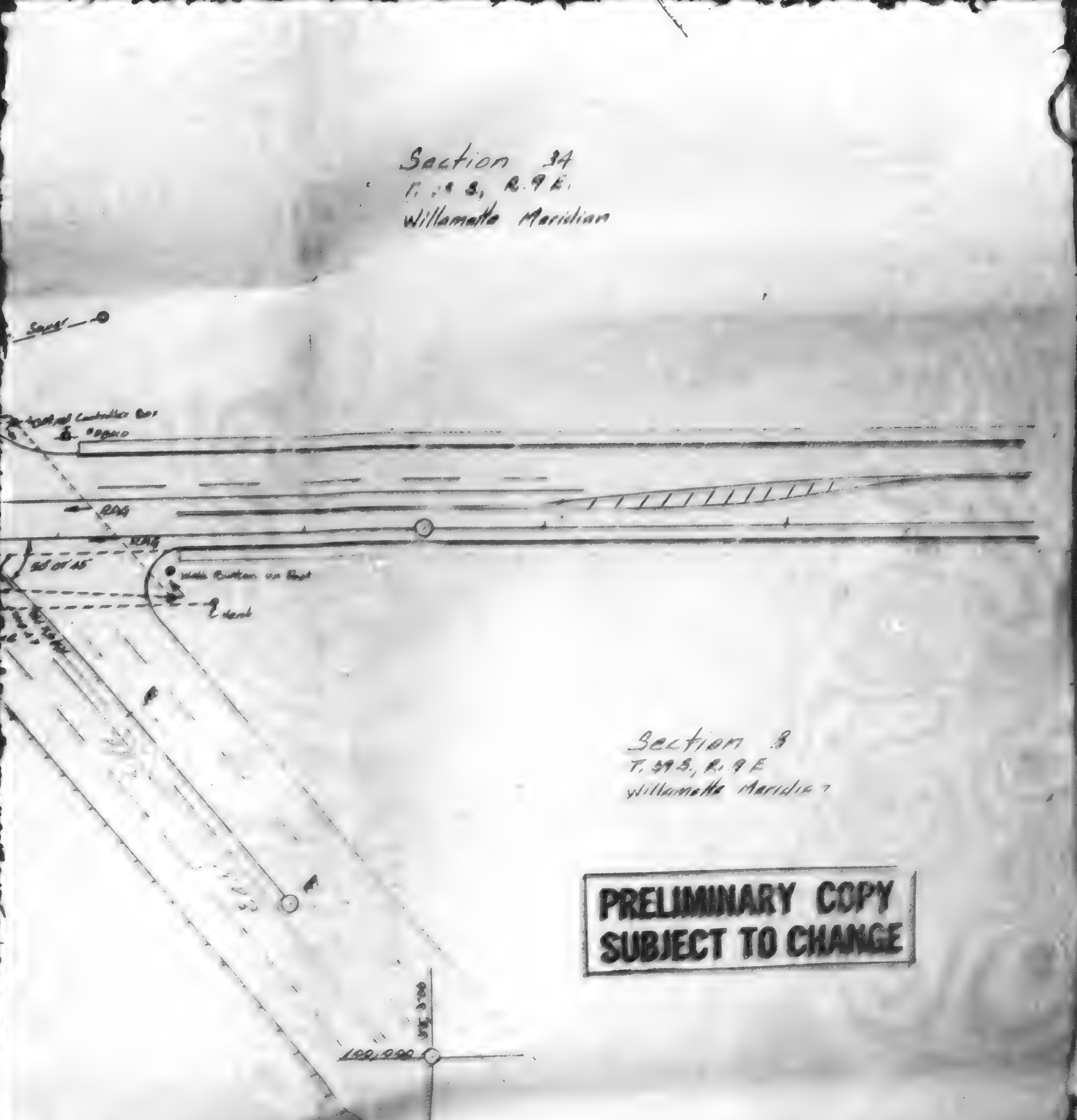
K.O.A. Inc.
Herbert & Eleanor Edwards
Retaining Wall
100,500
54,500
3' Conc. Walk to house
10' Gravel
6" Conc. Ret. Wall
6" Conc. Ret. Wall
Irrig. Dike
15" 12" Conc.
R/W
12' Gravel
Approx. Location
10" A.C. Comm. Appr.
Tel. Booth
Sign
San. Dumping St.
Top MH. Elev. 15
Gravel
Conc.


100,500
55,000
Alameda Avenue
Forrest & Juanita
℄ Top Canal Bank
Bottom of Canal
Top Canal Bank
'A' CANAL
T.J. & Ruth O'Hara
Tent Camping Area
KOA
8" Elm
6" Elm
3" Elm
30'x16' Conc.
D 11618
Dike Rd (Dirt)
Copco 06797
R/W
#58
Wood Frame Shed
Pumice Block Auto Repair Garage
A.C. Parking
Roadway
Edge
N.31' 42' AC W
Roadway
Edge
10500
8
9
Rest Rm.
Filler Holes in Conc. Slab
Pumice Block Service Station (ARCO)
Canopy over Gas Pumps
Drive Way
#59
Air Exhaust & Perf.
Dirt
500 Gal A.C. L.P.
Parking
Juniper Shrubs
Arco Sign
Copco 1144
Proposed R/W
Gate
Gate
Brick Planter & Sign Base
Wood Frame
Metal
TBM
Shop
W.V.
8" C.I. Water Under Bridge
4" Gas Line on Side of Bridge
Rd

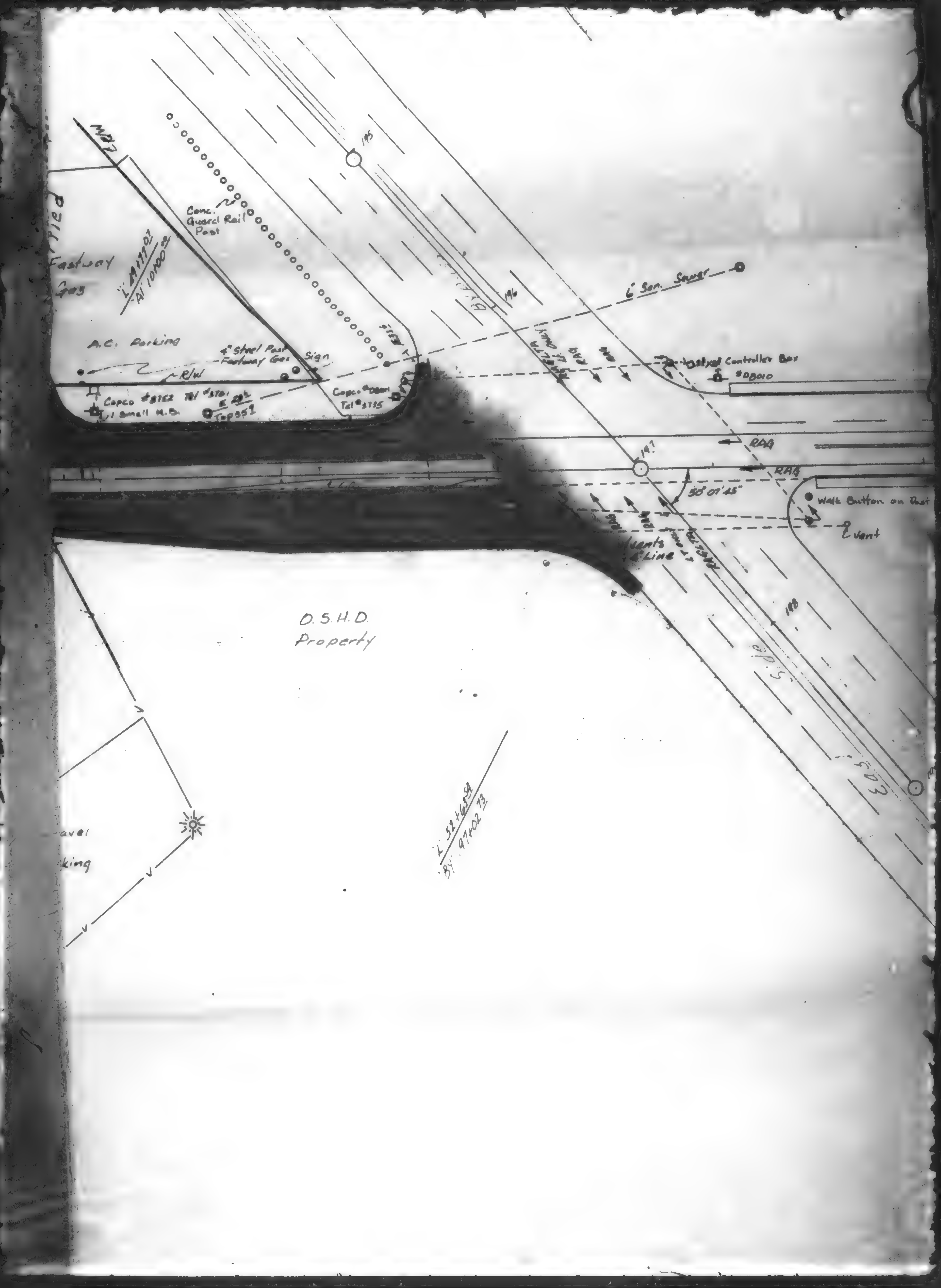
Fastway
Gas
A.C. Parking
R/W
Conc. Guard Rail Post
4" Steel Post Fastway Gas Sign
Copco #8752 Tel #3701
1 Small M.B.
Top 359
Copco #D8011
Tel #3735
195
196
197
198
6" San. Sewer
Controller Box
#D8010
RAG
RAG
50° 07' 45"
Walk Button on Post
℄ Vent
Vents
4" Line
O.S.H.D
Property
L 52+63.54
BY 97+02.73
A 10+00.00
avel
king

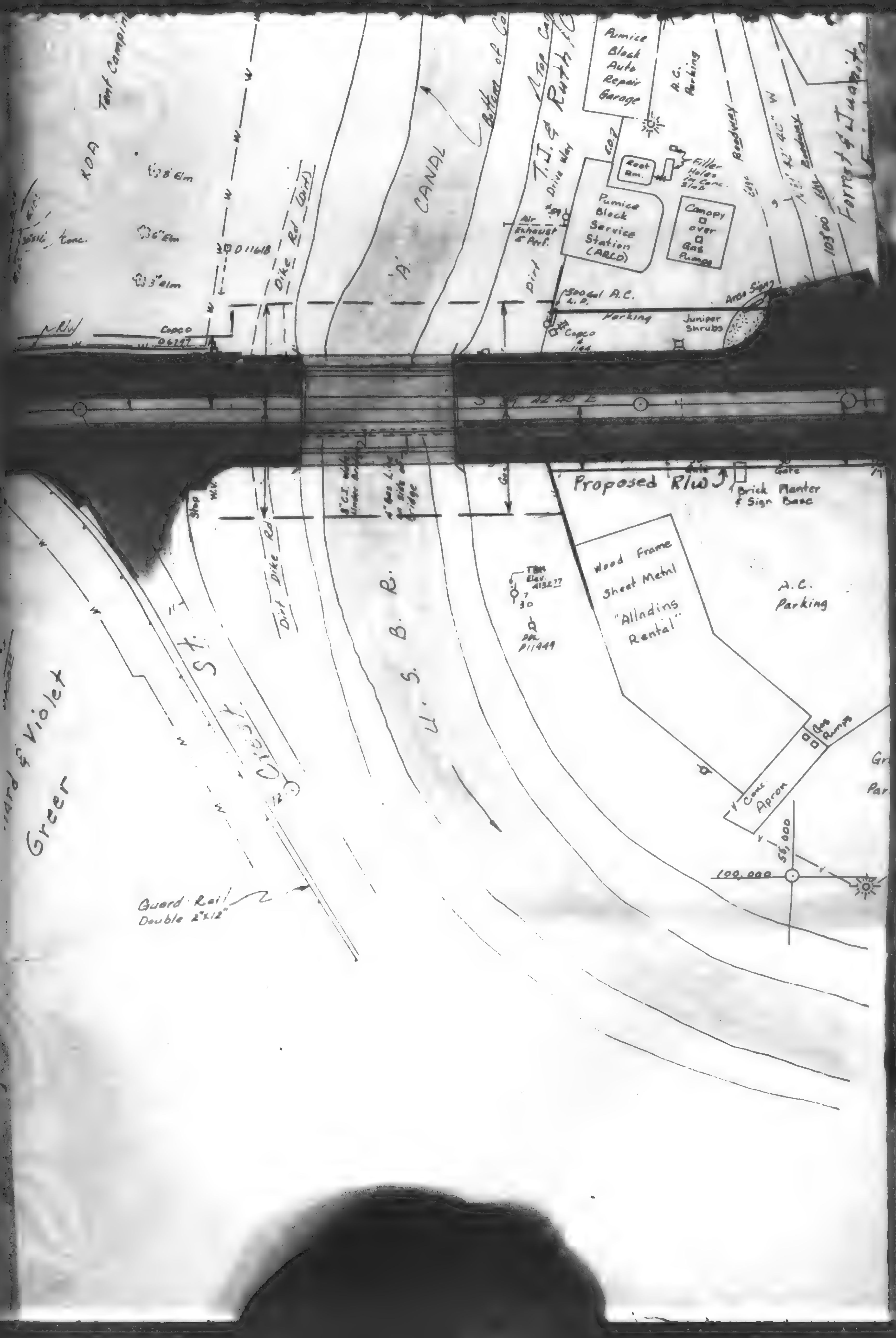


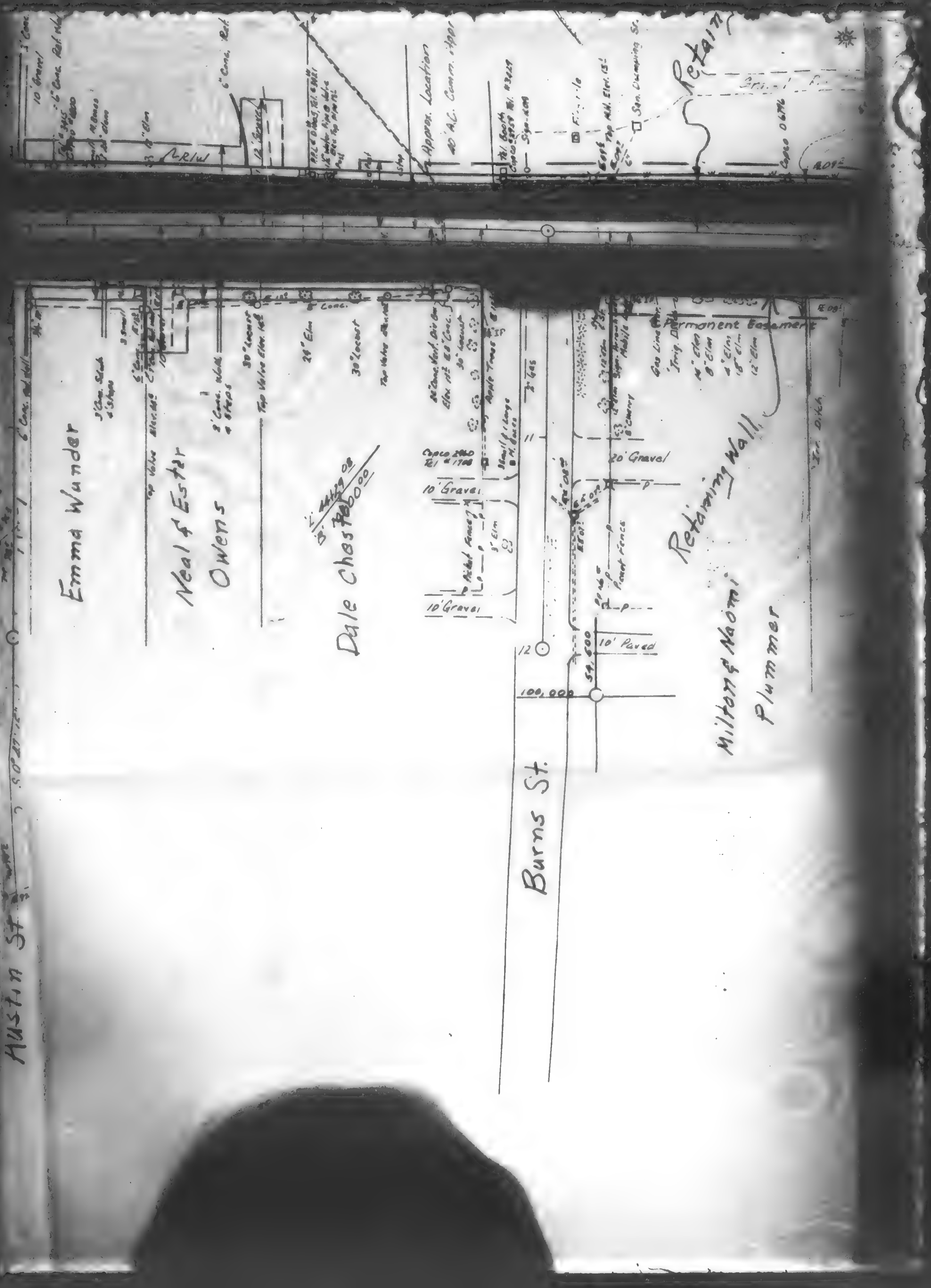
PRELIMINARY COPY
SUBJECT TO CHANGE

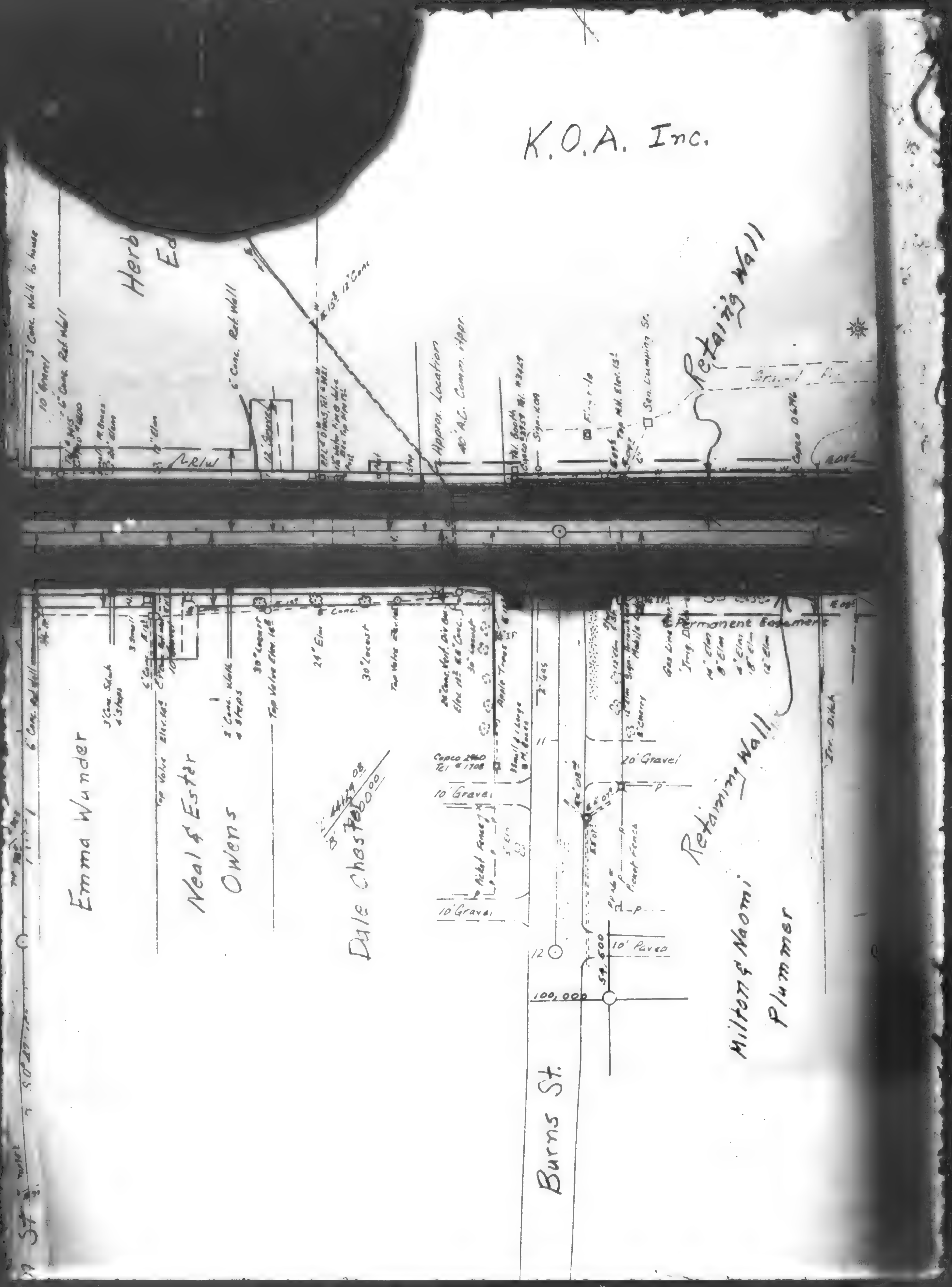


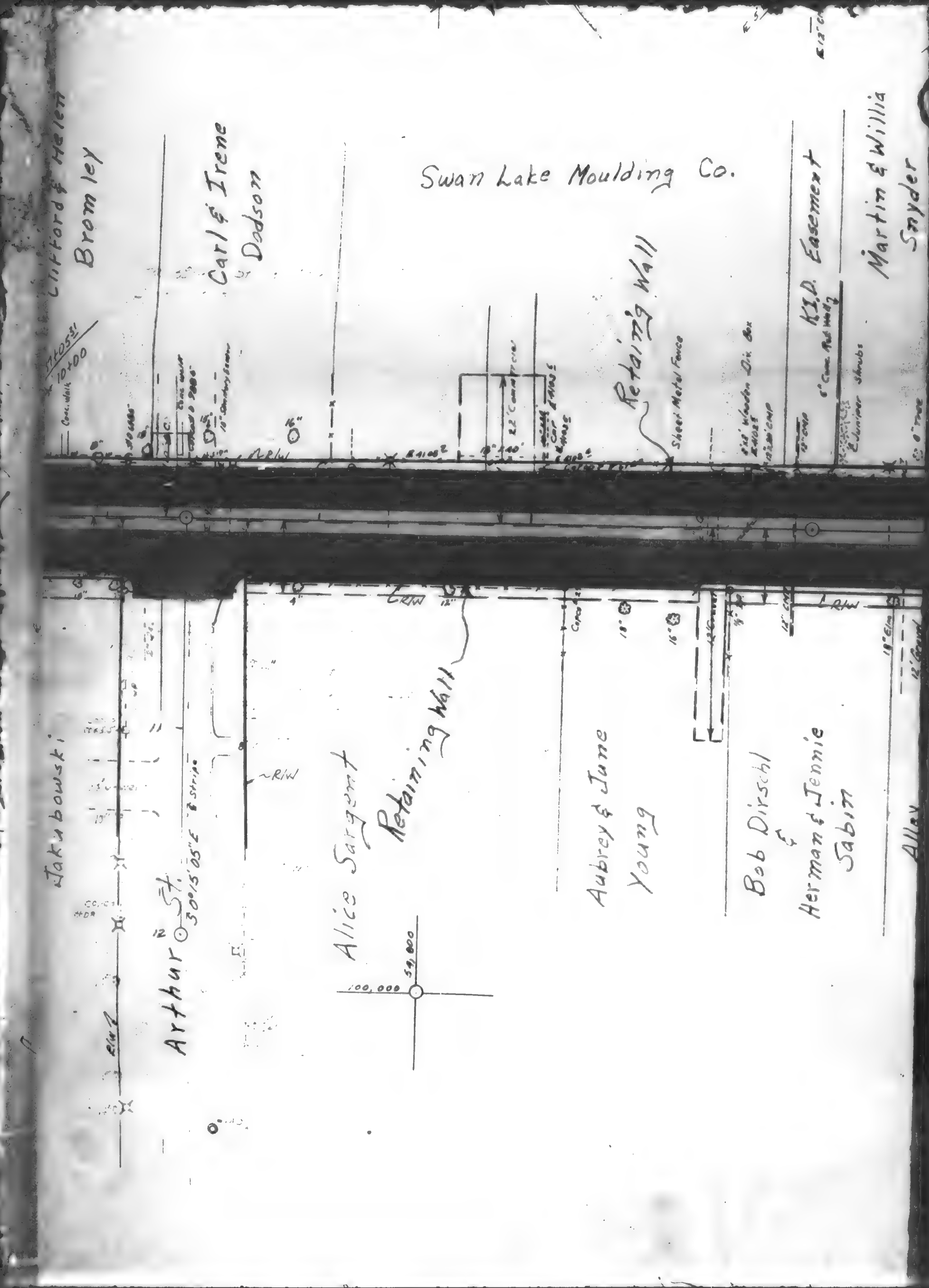
PRELIMINARY COPY
SUBJECT TO CHANGE

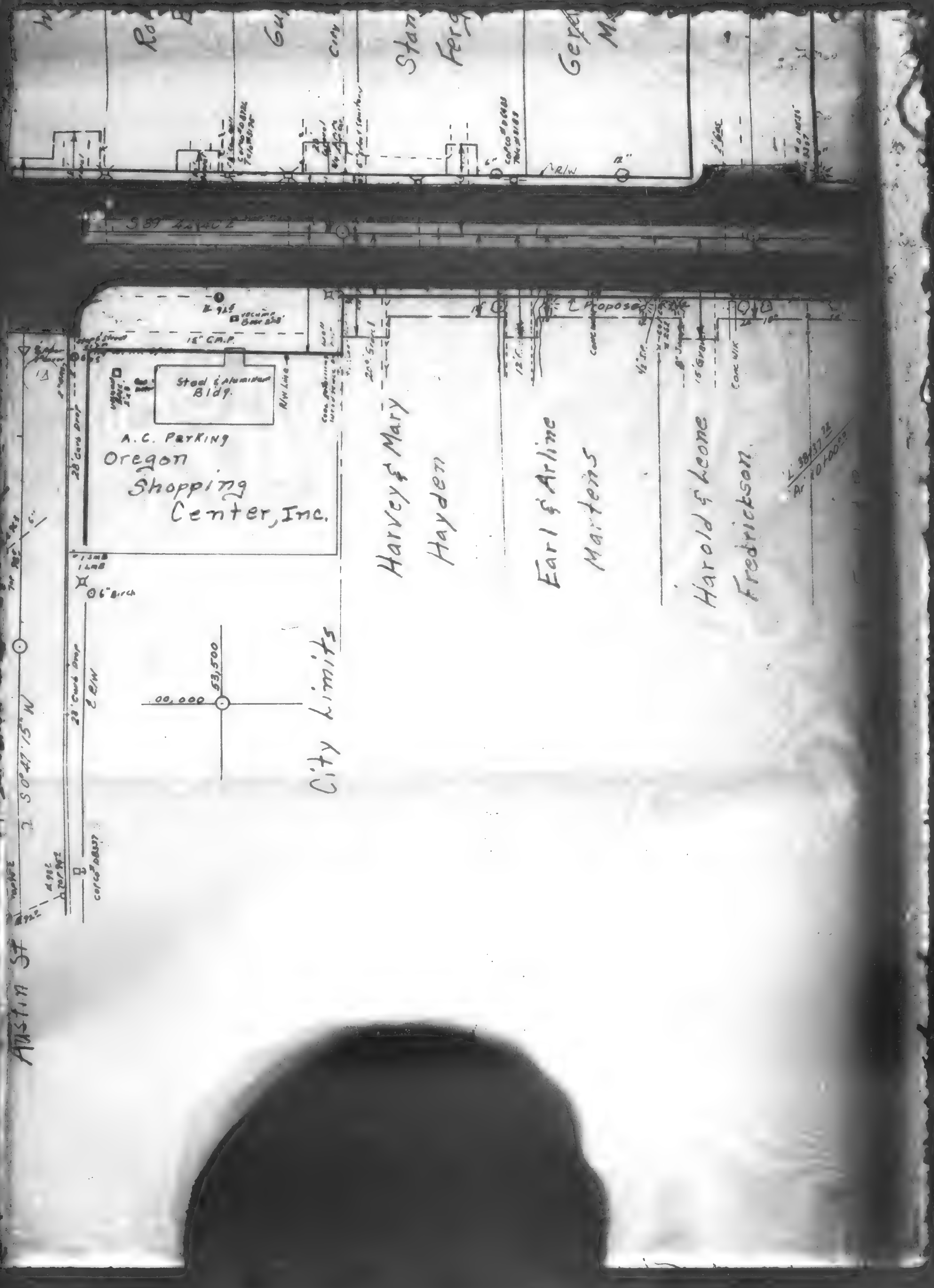
 Fastway
Gas
L 11+77.02
Al 101+00.81
Conc.
Guard Rail
Post
195
196
A.C. Parking
4" Steel Post
Fastway Gas Sign
R/W
Copco #8152 Tel #3701
1 Small H.B.
Top 35.9
Copco #DB811
Tel #3795
6" San. Sewer
Controller Box
#DB010
RAA
RAA
197
50°07'45"
Walk Button on Post
℄ Vent
Vents
4" Line
198
O.S.H.D.
Property
L 52+63.54
BY 97+02.73
Side
avel
king


KOA Tent Campin
8" Elm
6" Elm
3" Elm
Conc.
D 11618
Copco 06797
R/W
Dike Rd (Dirt)
'A' CANAL
Bottom of Ca
Top Ca
T.J. & Ruth
Dirt Drive Way
Air Exhaust 6" Perf.
#59
C.O.P.
Pumice Block Auto Repair Garage
A.C. Parking
Rest Rm.
Filler Holes in Conc. Slab
Pumice Block Service Station (ARCO)
Canopy over Gas Pumps
Roadway
Edge
42' AC W
Roadway
105+00
Forrest & Juanita
500 Gal A.C. L.P.
Parking
Copco 1144
Juniper Shrubs
Arco Sign
S 89 42 40 E
Proposed R/W
Gate
Gate
Brick Planter & Sign Base
8" C.I. Water Under Bridge
4" Gas Line on side of Bridge
Dirt Dike Rd
U. S. B. R.
TBM Elev. 4132.77
30
PPL P11449
Wood Frame Sheet Metal "Alladins Rental"
A.C. Parking
Gas Pumps
Conc. Apron
Gr
Par
56,000
100,000
Crest St.
12
Greer
Howard & Violet
Guard Rail Double 2"x12"


Austin St
Burns St.
Emma Wunder
Neal & Ester Owens
Dale Chestnut
Milton & Naomi Plummer
Retaining Wall
Retain
Permanent Easement
Approx. Location
40 AC. Comm. Appr.
R/W
20' Gravel
10' Gravel
10' Gravel
10' Paved
100,000
54,600
12
11
24" Elm
30" Locust
30" Locust
Tap Valve Elev.
6" Conc.
8" Cherry
Paint Fence
Picket Fence
Copco Tel
Irr. Ditch
Apple Trees
Elm
Locust
Gas

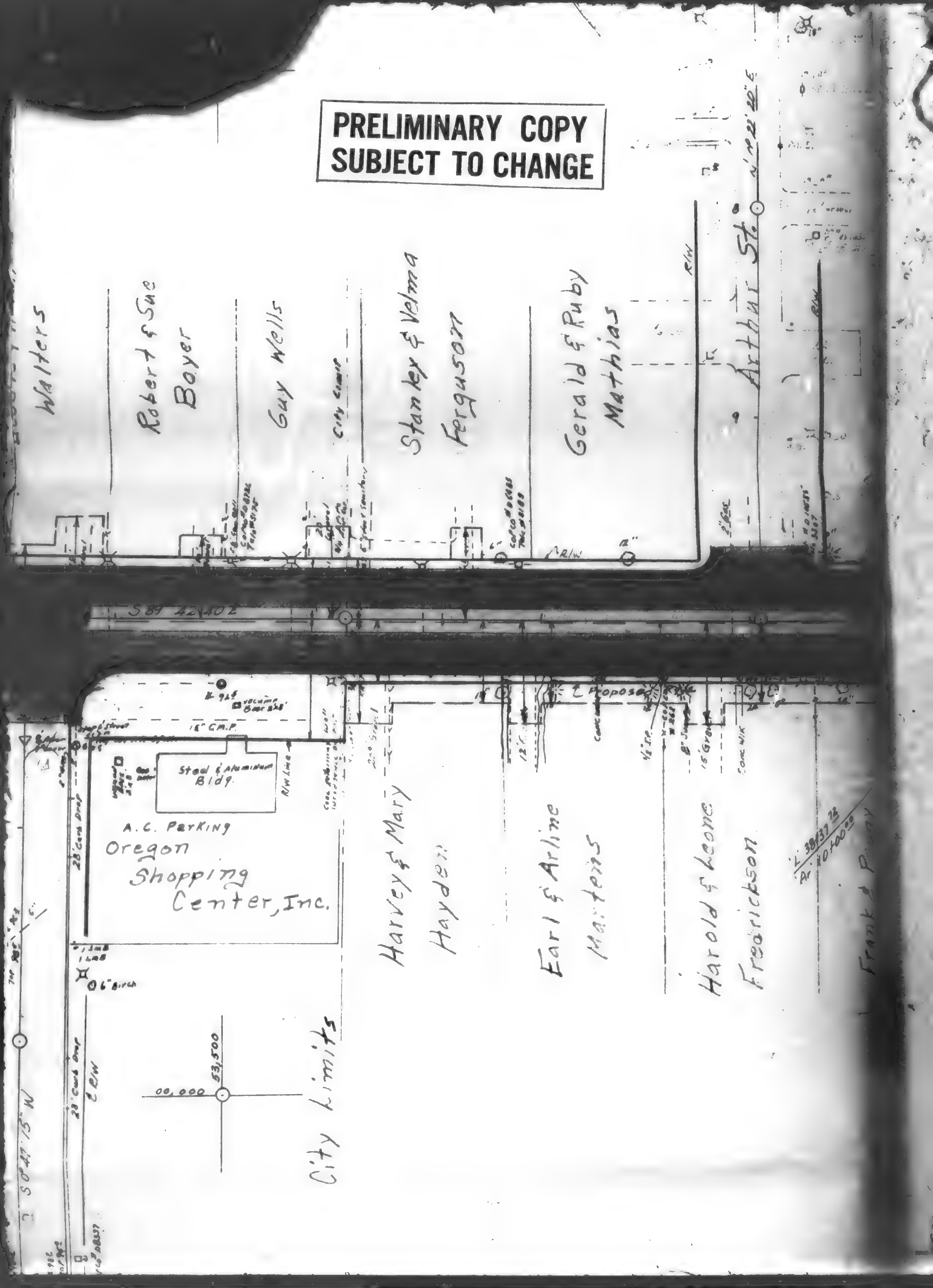

K.O.A. Inc.
Herb
Ed
Retaining Wall
Approx. Location
40' A.C. Comm. Appr.
Retaining Wall
Permanent Easement
Emma Wunder
Neal & Ester
Owens
Dale Chester
Milton & Naomi
Plummer
Burns St.
10' Gravel
20' Gravel
10' Gravel
10' Paved
Picket Fence
Picket Fence
100,000
12
11
3' Conc. Walk to house
3' Conc. Ret. Wall
6' Conc. Ret. Wall
6" Conc. Ret. Wall
12" Conc.
R/W
24" Elm
30" Locust
30" Locust
Apple Trees
Gas Line
Irr. Ditch
Copco 2960
Tel 1708
Copco 0676
San. Pumping St.
Fire Plug
Tel. Booth
Gravel

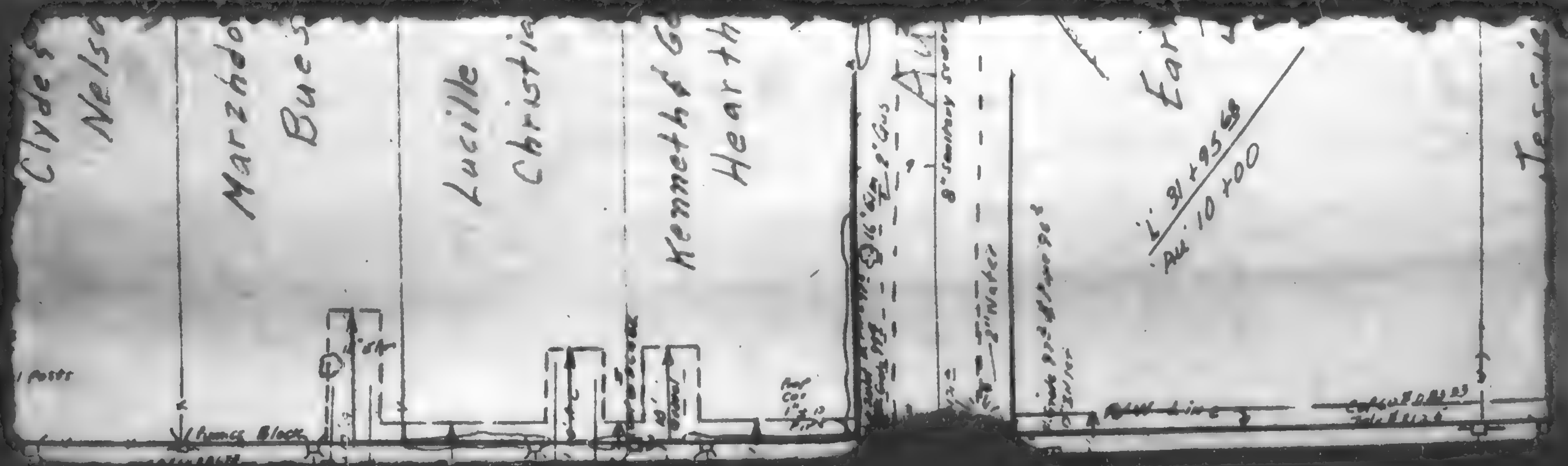

Clifford & Helen Bromley
Carl & Irene Dodson
Swan Lake Moulding Co.
Retaining Wall
Sheet Metal Fence
K.I.D. Easement
Martin & Willia
Snyder
Jakubowski
Arthur St.
S0°15'05"E
R/W
Alice Sargent
Retaining Wall
Aubrey & June Young
Bob Dirschl & Herman & Jennie Sabin
Alley
100,000
54,000
10+00

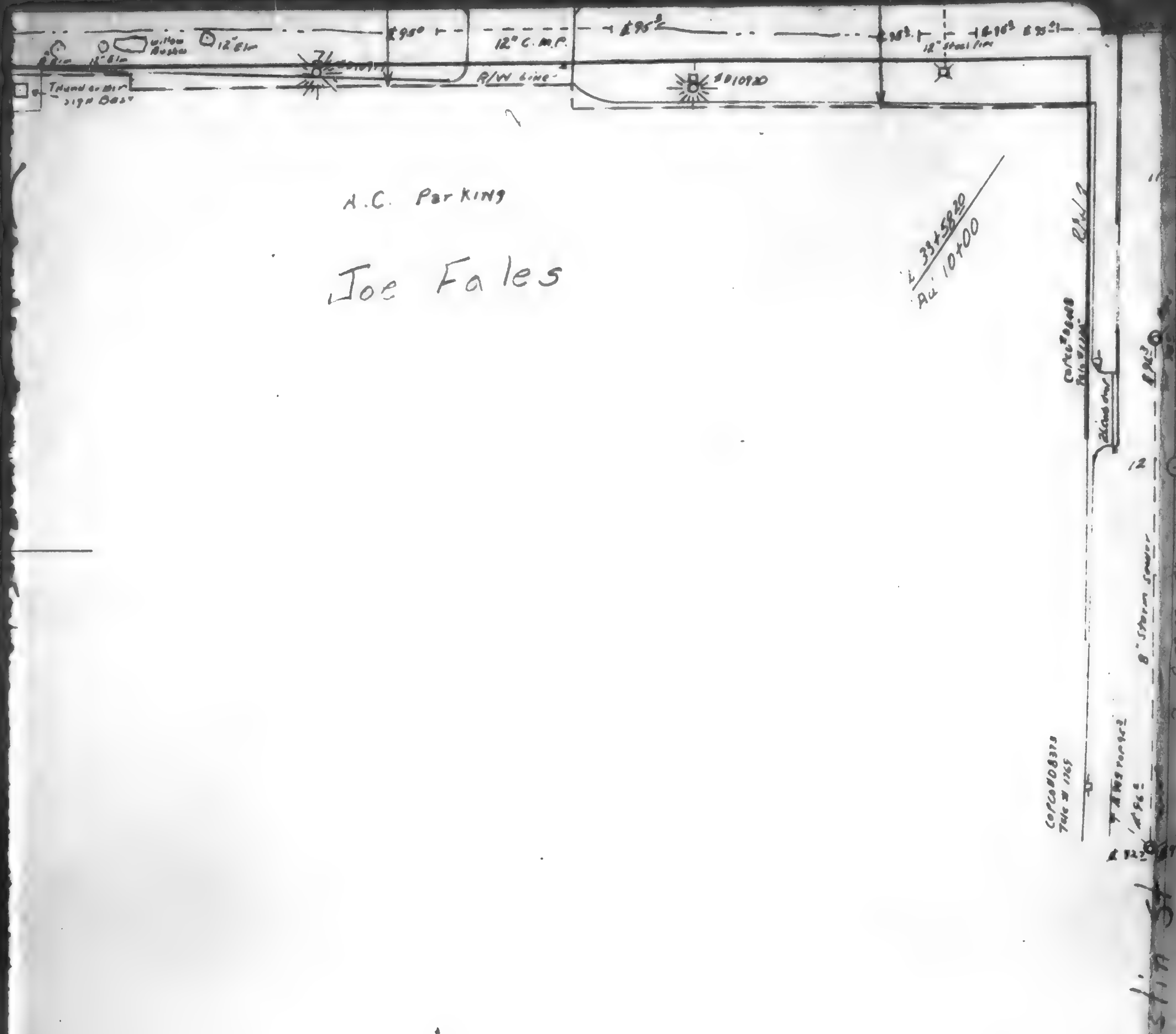


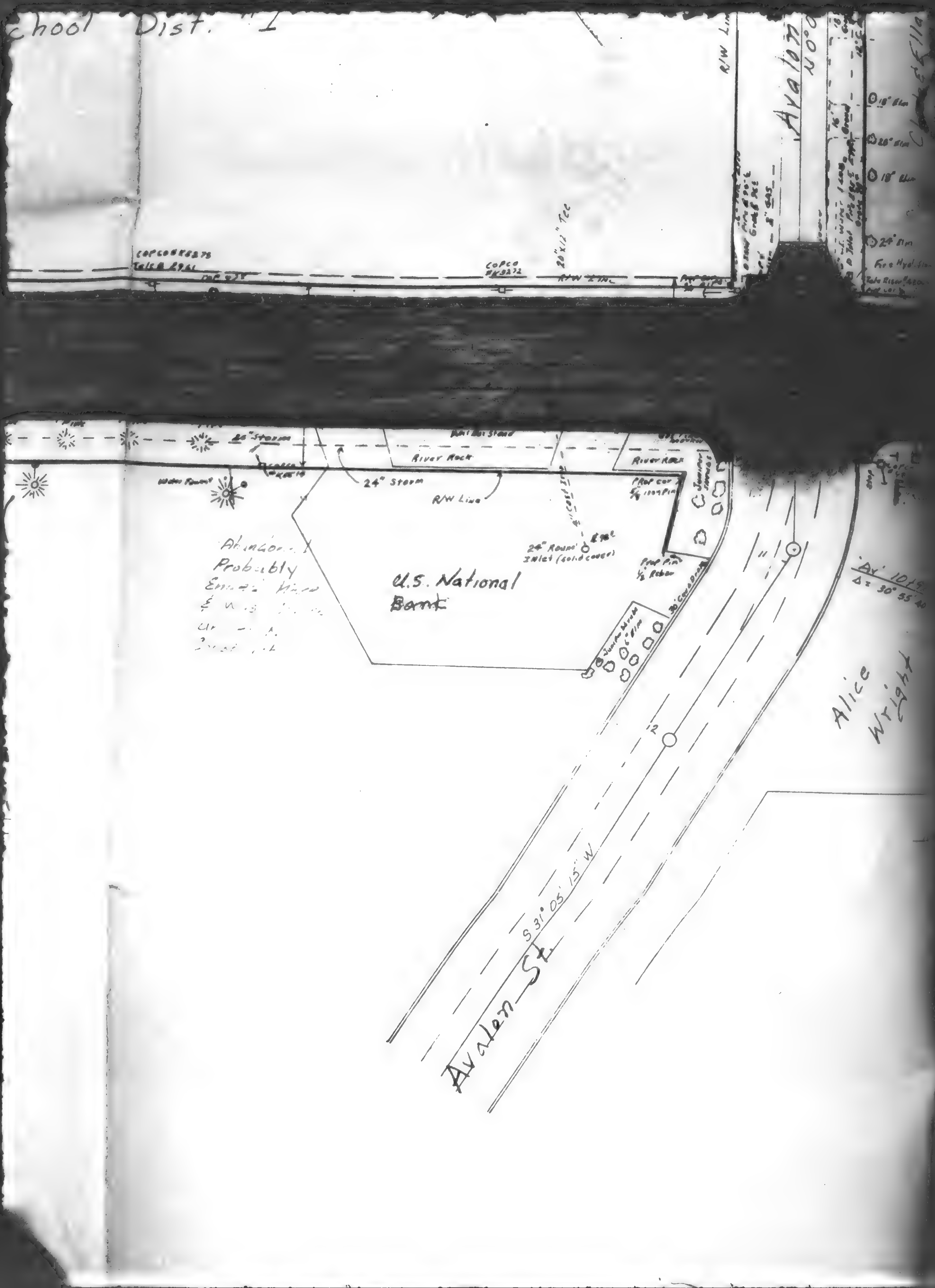
Ro
Gu
City
Stan
Ferg
Gef
R/W
12"
S 89° 42' 40" E
℄ Proposed R/W
15" C.M.P.
Steel & Aluminum Bldg.
R/W Line
A.C. Parking
Oregon Shopping Center, Inc.
28' Curb Drop
6" Birch
City Limits
Harvey & Mary Hayden
Earl & Arline Martens
Harold & Leone Fredrickson
00,000
53,500
℄ R/W
S 0°47'15" W
Austin St

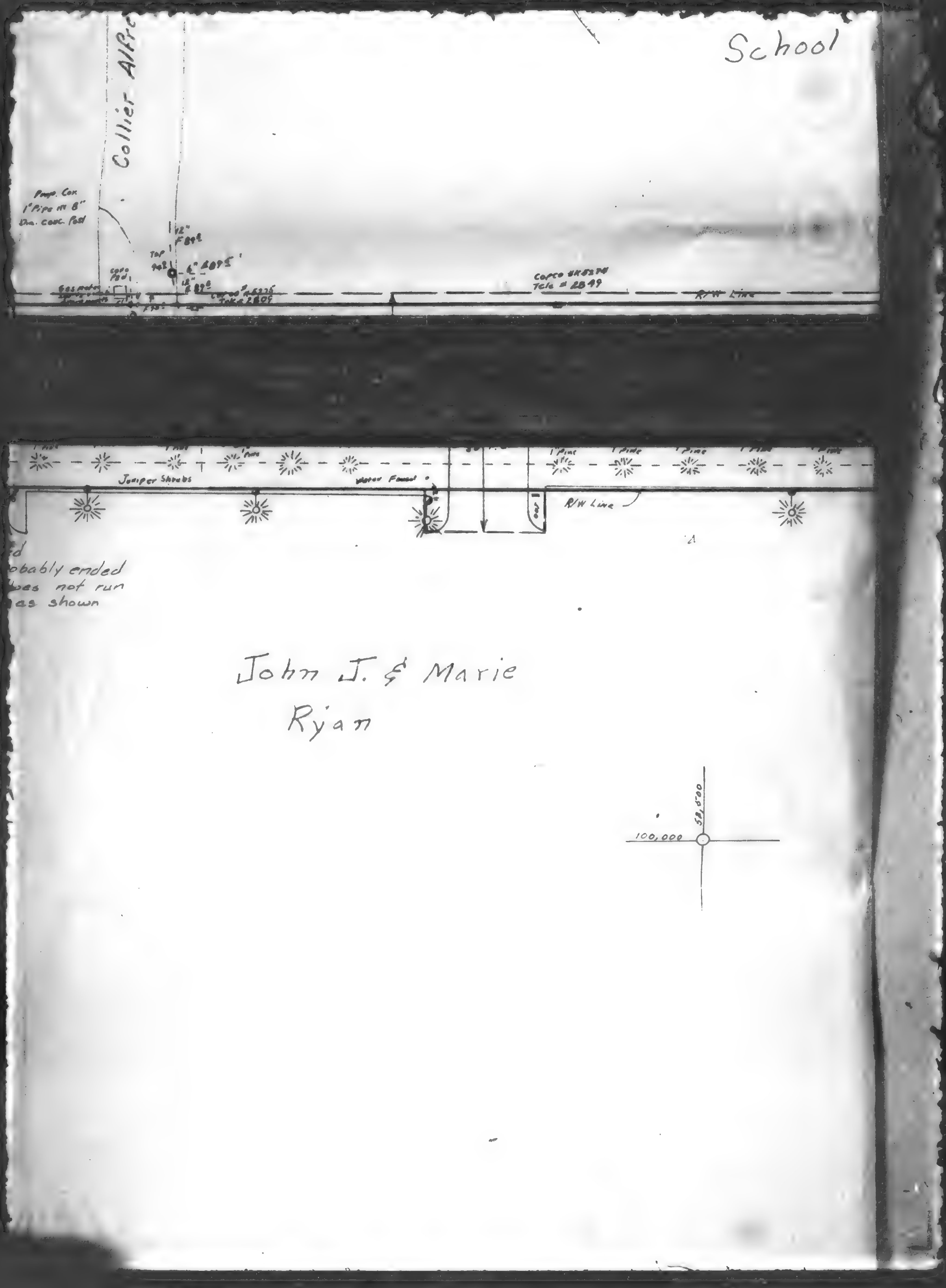
PRELIMINARY COPY
SUBJECT TO CHANGE



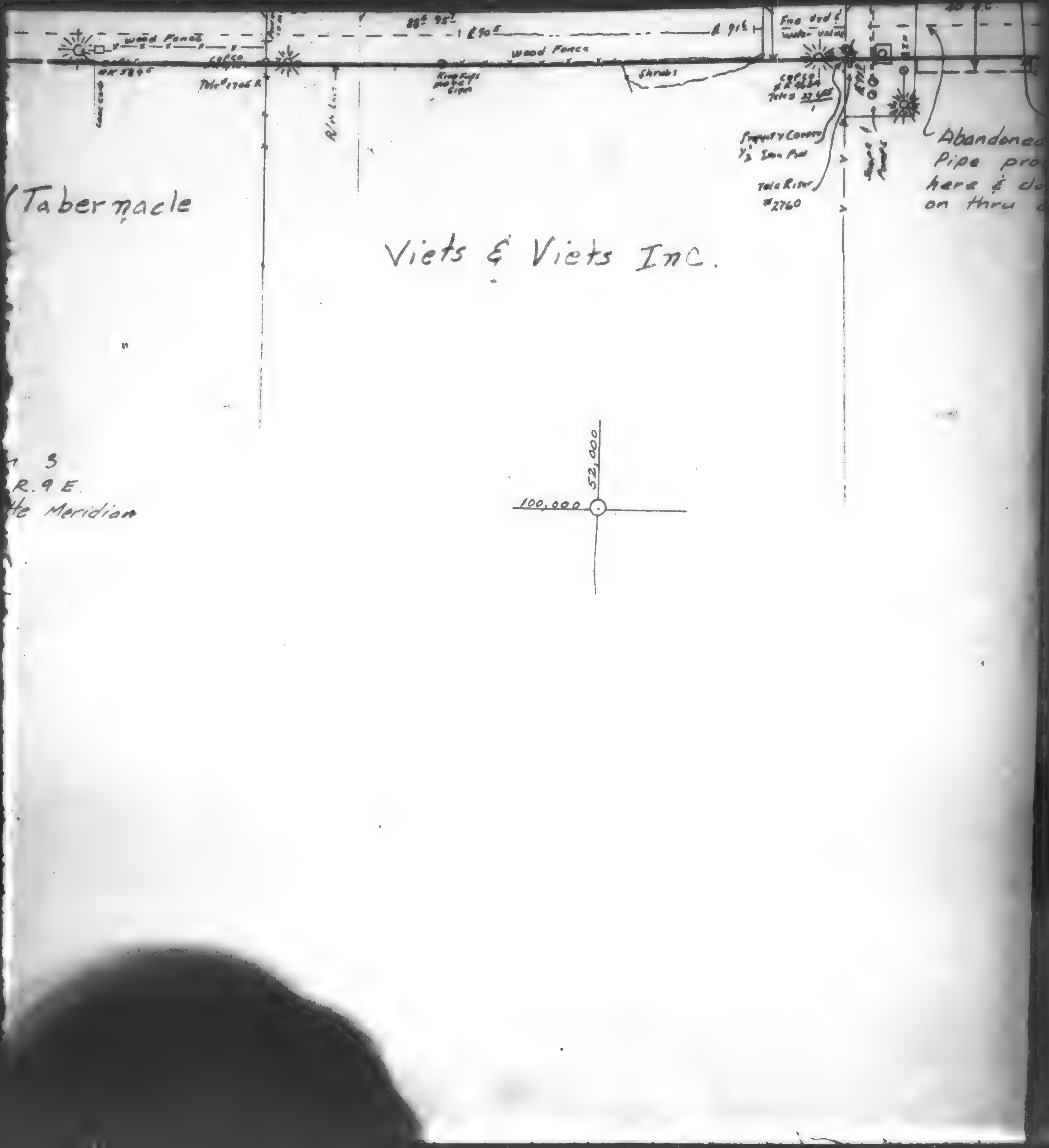

Clyde Nelso
Marzhdo Bues
Lucille Christia
Kenneth & G Hearth
Al
Ear
L 31+95.68
Au 10+00
Jessie
Wa
8" Sanitary Sewer
8" Water
R/W Line
Fence Block
posts

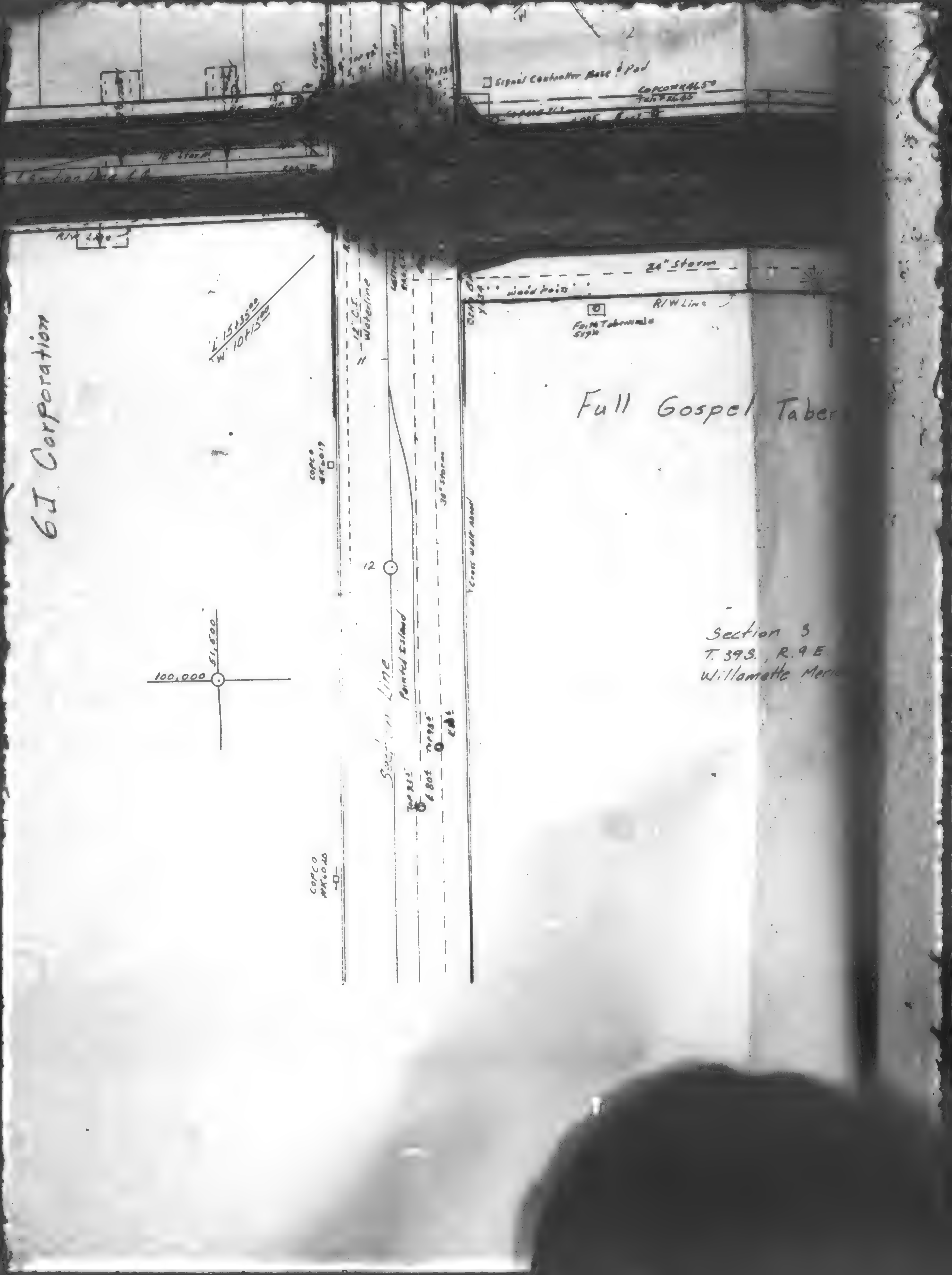

12" Elm
Willow Bushes
12" Elm
Thunderbird sign Base
12" C.M.P.
R/W Line
12" Steel line
A.C. Parking
Joe Fales
L 33+58.20
Au 10+00
R/W L
12
8" Storm Sewer
S 0°47'15" W
Austin St

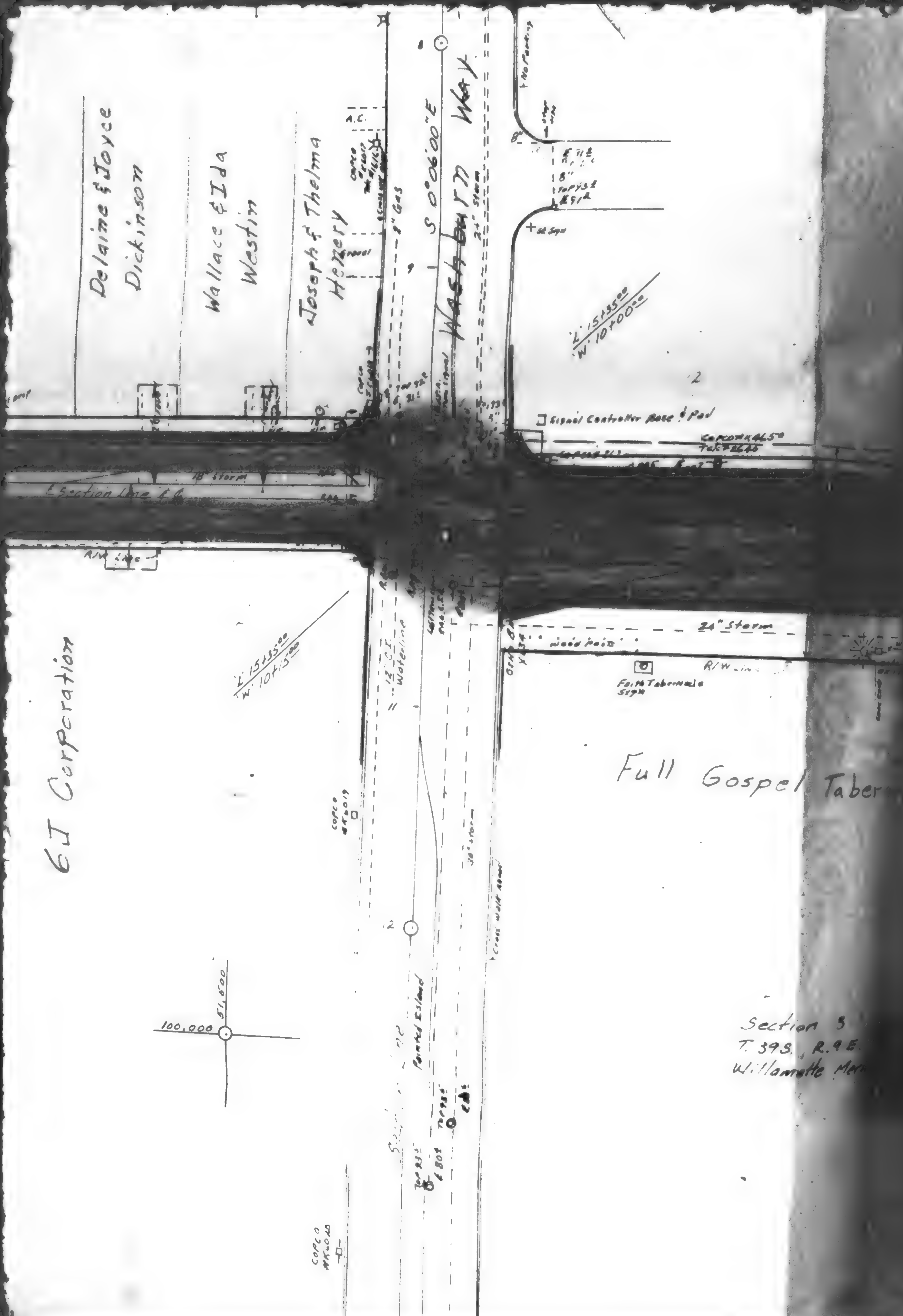

School Dist. #1
R/W Line
Avalon
40°
COPCO
20"x12" TCC
R/W Line
2" GAS
18" Elm
20" Elm
18" Elm
24" Elm
Fire Hyd.
26" Storm
Water Fount
River Rock
24" Storm
R/W Line
River Rock
Prop cor
24" Round Inlet (solid cover)
Prop Pin 1/2 Rebar
30" Cone Drop
Abandoned
Probably
U.S. National Bank
'Ar' 1019
Δ= 30° 55'
11
12
S 31° 05' 15" W
Avalon St
Alice Wright

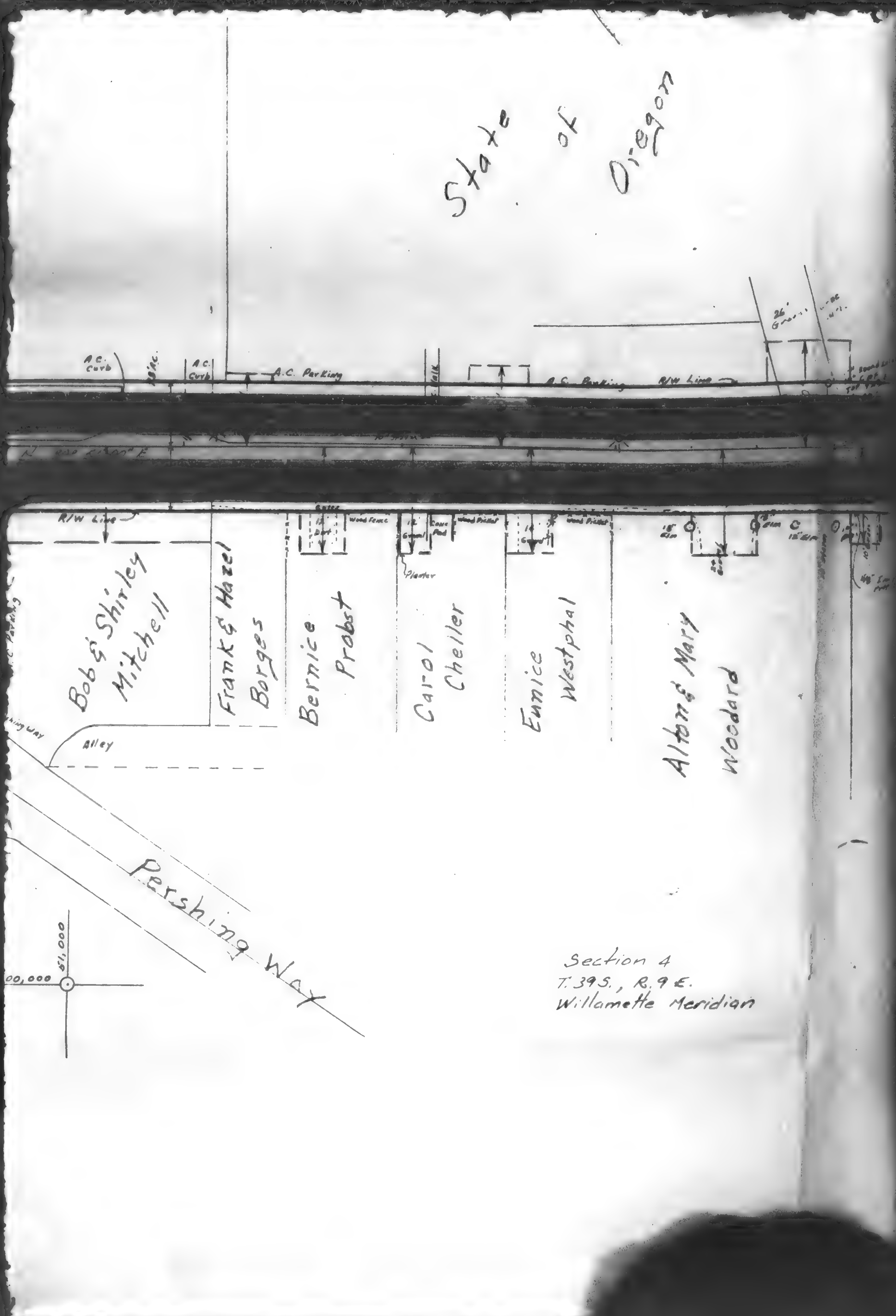

School
Collier Alfre
Prop. Cor.
1" Pipe in 8"
Dia. Conc. Post
12"
F 89
Top
902
6" 8095
12"
8 89
Copco Pod
Gas meter
Copco # K5226
Tele # 2809
Copco # K5290
Tele # 2849
R/W Line
1' Pine
1' Pine
1' Pine
1' Pine
1' Pine
1' Pine
1' Pine
1' Pine
Juniper Shrubs
Water Faucet
R/W Line
d
obably ended
oes not run
as shown
John J. & Marie
Ryan
100,000
58,500

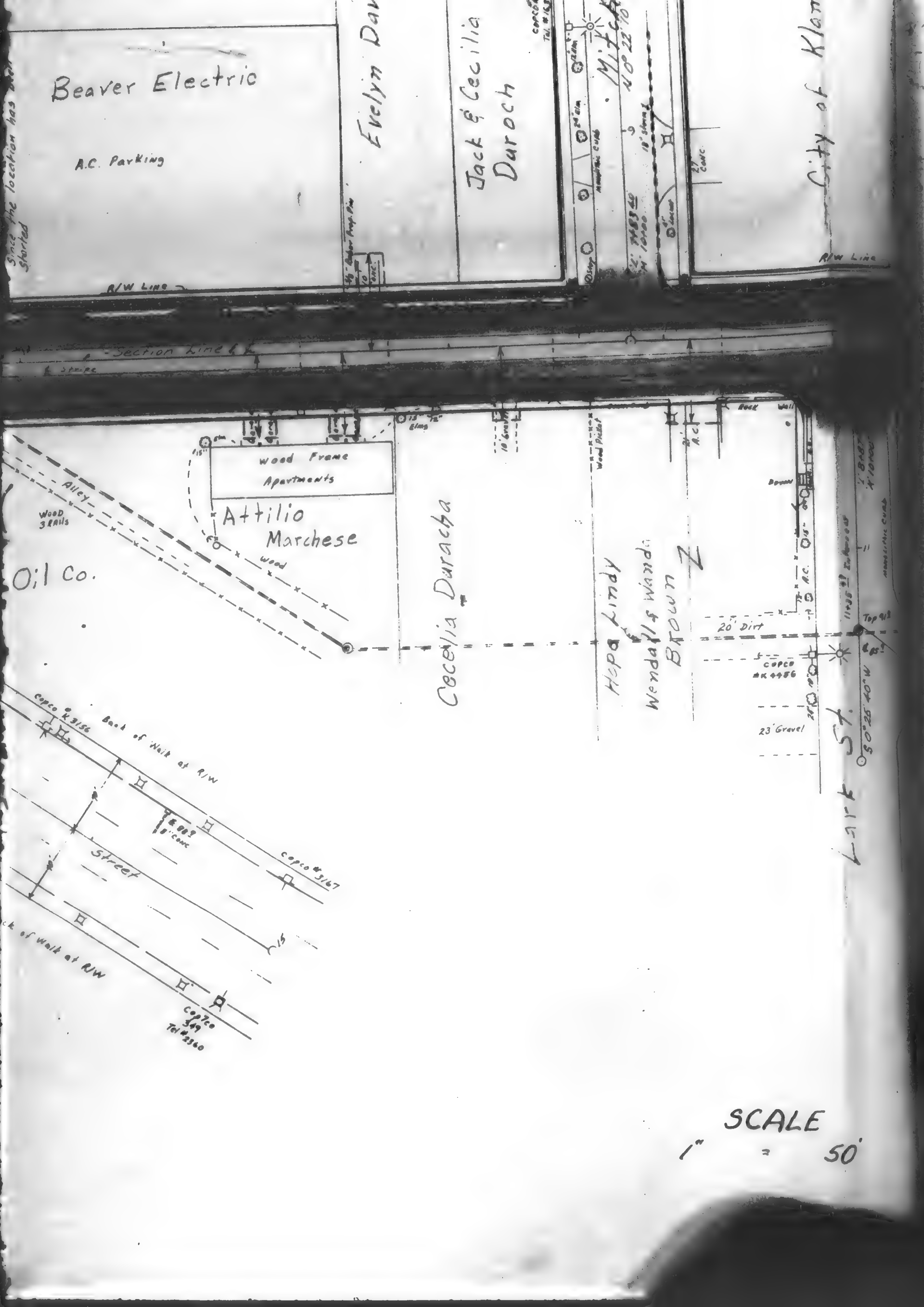
PRELIMINARY COPY
SUBJECT TO CHANGE

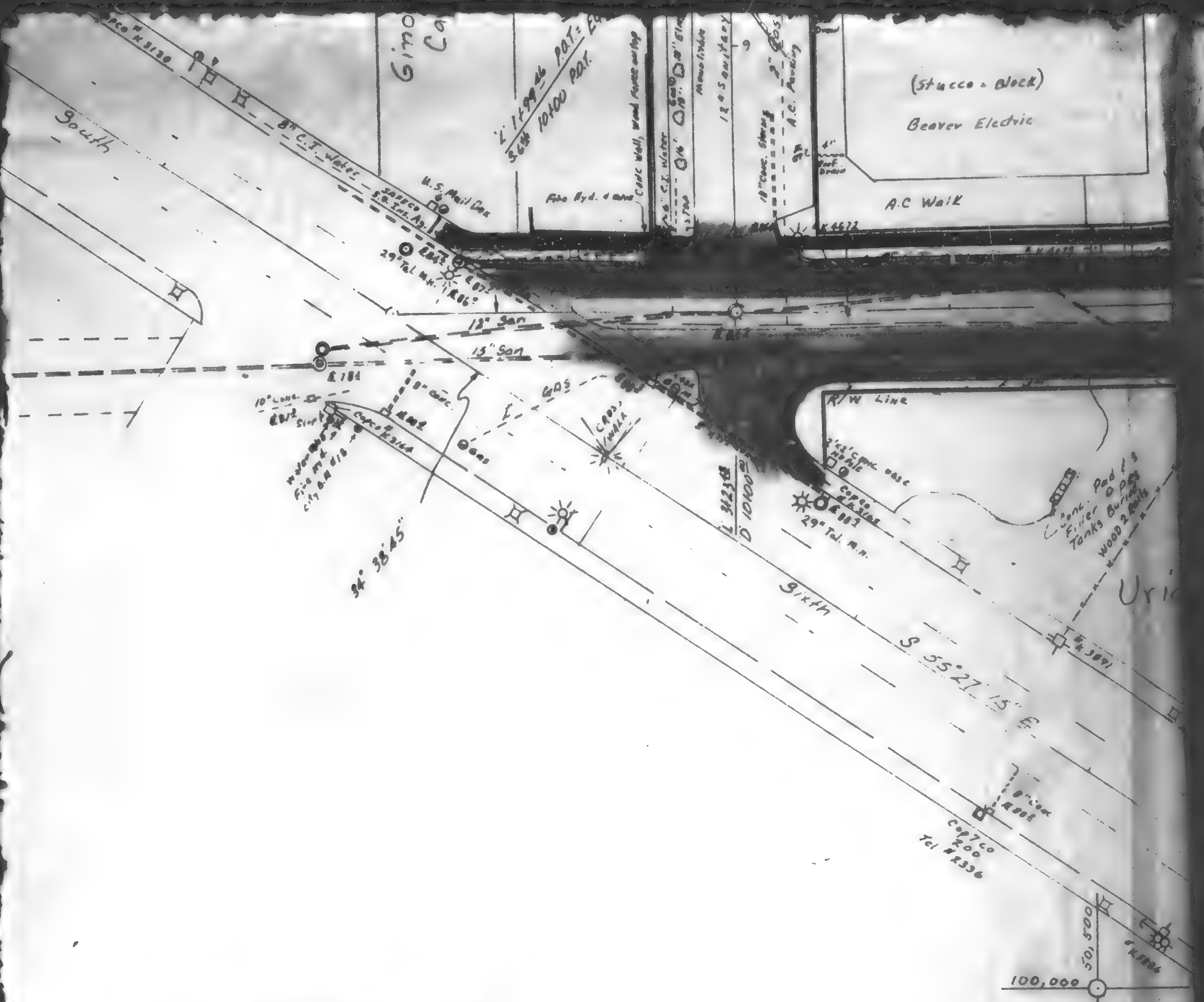



Signal Controller Base & Pad
COPCO #K4650
Tele #2645
18" Storm
Section Line
R/W Line
24" Storm
Wood Posts
R/W Line
Faith Tabernacle Sign
Full Gospel Taber
6J Corporation
'L' 15+35.00
'W' 10+15.00
12" C.I. Waterline
11
COPCO #K6019
30" Storm
Cross Walk Arrow
12
Section 3
T. 39 S., R. 9 E.
Willamette Meri
100,000
51,600
Section Line
Painted Island
COPCO #K6020


Delaine & Joyce Dickinson
Wallace & Ida Westin
Joseph & Thelma Hemery
A.C.
8" Gas
S 0°06'00"E
WASHBURN Way
24" Storm
No Parking
8"
8"
Top 49.3
E 91.2
St. Sign
'L' 15+35.00
'W' 10+00.00
2
Signal Controller Base & Pad
18" Storm
Section Line & Q
R/W Line
'L' 15+35.00
'W' 10+15.00
12" C.I. Waterline
11
24" Storm
Wood Posts
R/W Line
Faith Tabernacle Sign
EJ Corporation
Full Gospel Taber
COPCO
30" Storm
Cross Walk Arrow
12
Painted Island
100,000
51,500
Section 3
T. 39 S., R. 9 E.
Willamette Mer
COPCO


State of Oregon
A.C. Curb
Sidewalk
A.C. Curb
A.C. Parking
Walk
A.C. Parking
R/W Line
26' Gravel
R/W Line
Bob & Shirley Mitchell
Frank & Hazel Borges
Bernice Probst
Carol Cheller
Eunice Westphal
Alton & Mary Woodard
Planter
Wood Fence
Wood Picket
Alley
Pershing Way
Pershing Way
81,000
00,000
Section 4
T. 39 S., R. 9 E.
Willamette Meridian

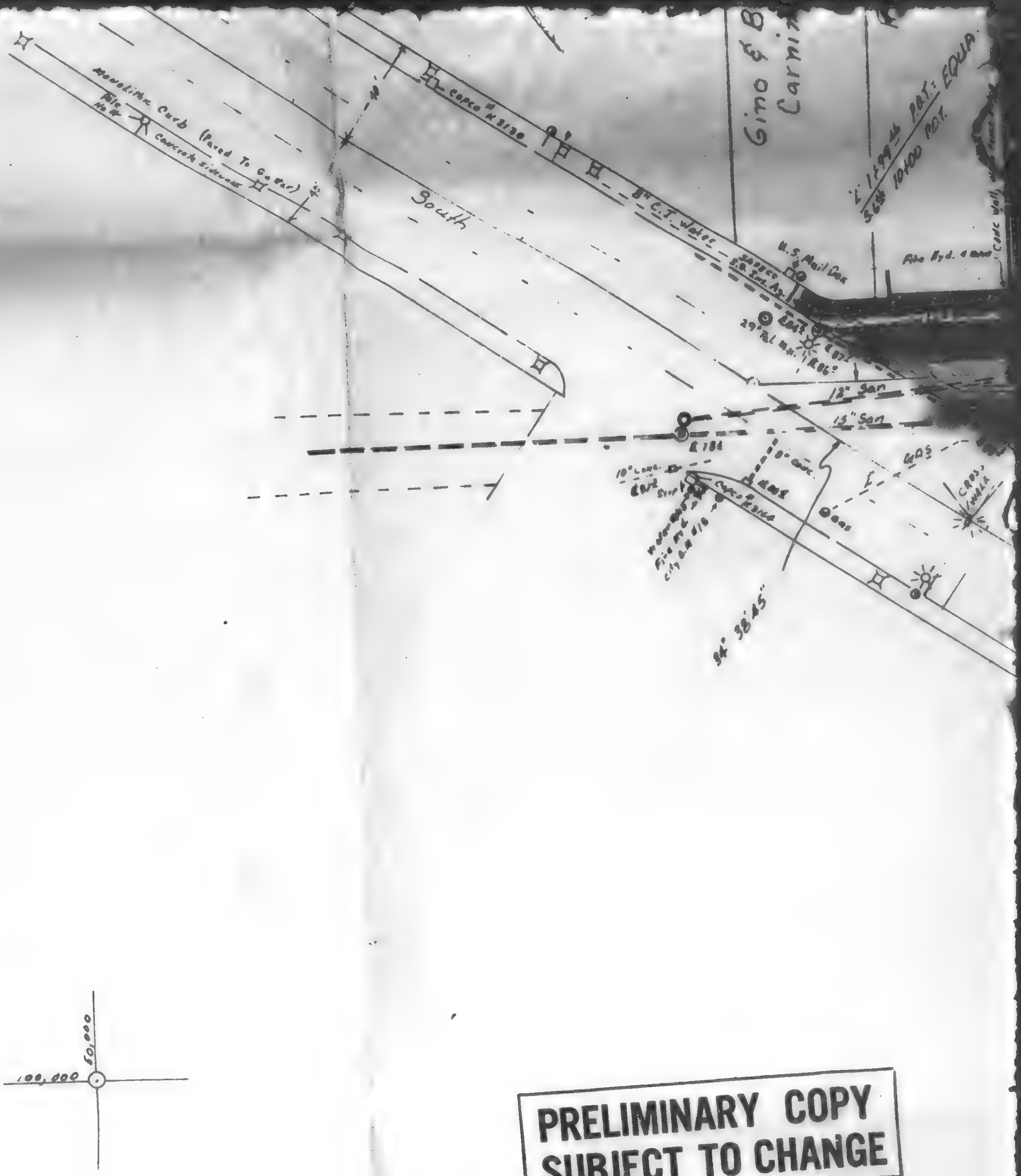

Beaver Electric
A.C. Parking
Since the location has been started
R/W Line
Evelyn Dav
Jack & Cecilia Duroch
Mitch
City of Klam
R/W Line
Section Line
Wood Frame Apartments
Attilio Marchese
Alley
Wood 3 Rails
Oil Co.
Cecelia Daracha
Hope Lindy
Wendall & Wanda Brown
20' Dirt
Copco
23' Gravel
Lark St.
Copco # 3156
Back of Walk at R/W
Street
Copco # 3167
Back of Walk at R/W
Copco 349 Tel # 2360
SCALE
1" = 50'



PRELIMINARY COPY
SUBJECT TO CHANGE

EGON DEPARTMENT OF TRANSPORTATION
uth 6th St. - East Side Bypass
Detail Map
ity County St.
FAUS 2298.
EFIX: 318-1910
MARCH 1976
J. DUNN
RES. ENGR

EARING EXHIBIT 'D'
Aug 9, 76



PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION
South 6th St. - East Side Bypass
Detail Map
City County St.
FAUS 2298
PREFIX: 318-1910
MARCH 1976
E. J. DUNN
RES. ENGR

HEARING EXHIBIT
Aug 9, 76

8764

April 9, 1975

Mr. Lyle Smith
Director of Public Works
Klamath County Courthouse
Klamath Falls, Oregon 97601

RE: Urban System Agreement - Shasta Way between South Sixth and the East Side Bypass (Alameda)

Dear Lyle:

Enclosed please find four copies of the subject agreement which have been executed by the Mayor and Recorder.

As stated in Mr. David Fenton's letter of March 19, 1975, please present the agreement to the Board of Commissioners for their approval and execution.

Under separate cover, we are forwarding the City's advance deposit of $1,970.00 to Mr. Fenton.

Sincerely,

Larry Lindstrom, P.E.
Director of Public Works

LL:bjs

Enclosures (4)

✓cc: Mr. David S. Fenton
Regional Federal Aid Engineer
P.O. Box 1249
Bend, Oregon 97701

TRANSACTION NUMBER 2-100

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DE
OREGON

BY (Signature)
L.W.RULIEN'S

TITLE
PROJECT MANAG

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ PAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 22 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMAR
					LOCATION
22	M-2298(1)	0.93	15,000	11,700	SOUTH 6TH STREET - EASTSIDE BYPASS (KLAMATH FALLS) SECTION. KLAMATH COUNTY STATE OF OREGON.

Hopkins ✓
Harwell ✓
Holmes
Prange
Unrein

RECE
FEB 2
CO

2-21-75

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S FEBRUARY 13, 1975 LETTER YOU ARE AUTHORIZED TO PROCEED WITH AL PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

8764

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-21-75	G. L. GREEN, DI

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

DATE 2-21-75

BY (Signature) L.W.RULIEN'S FEBRUARY 13, 1975 LETTER

TITLE PROJECT MANAGEMENT ENGINEER

S OF FEDERAL FUNDS

I ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 2 ITEM NOS. 22 THRU		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
0.93	15,000	11,700	SOUTH 6TH STREET - EASTSIDE BYPASS (KLAMATH FALLS) SECTION. KLAMATH COUNTY STATE OF OREGON.	PRELIMINARY ENGINEERING

Hopkins /
Harwell ✓
Holmes
Prange
Unrein

RECEIVED
FEB 24 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

ULIEN'S FEBRUARY 13, 1975 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF
NS NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED
ATURE AND TITLE

DATE 2-21-75

APPROVED
SIGNATURE AND TITLE
G. L. GREEN, DIVISION ENGINEER

orization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
Government to provide Federal funds for the undertaking.

GPO 918-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERA

2-13-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., S 6th St. to E. Side Bypass (K. Falls) 21 65	ADT	PRESENT 3,800	FUTURE 6,000 (66)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NAT'L. FOREST (63) (65)	[redacted]		ENGRS. YR (72)
CARD	CLASS OF FEDERAL FUNDS Urban System				COUNTY NA
	NAME OF URBAN AREA 17-81 Klamath Falls				ROUTE NO. U

					WORK				ESTIMATED
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERA
1	(14-15)	(16	41	42	43 49	53		(54) (55)	(56) (66)	(67)
5					PE		City St., S. 6th St. to E. Side Bypass, S.R. 39, (Klamath Falls)	0.93	15,000	11,
5					ROW					Hopkins ✓ Harwell Holmes Prange Unrein 2
5					CONST (CODE)		"S. 6th St.-E. Side Bypass (Klamath Falls) Section"			

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.93	15,000	11
1	14	PROGRAM APPROVAL DATES			(16)	(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ls) (68)	ADT	3,800	6,000 (66) (70)	95 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	22 (14) (16)

[redacted]

EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTERS	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(72) (73)	(74) (75)	M- 14 23	2298	(1) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Klamath	035 (17) (18)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL AID	STATE	U.S.
U	2298 (22)	City St. (36)	(37) - - (41)

ESTIMATED PROJECT COST BY PHASES

ILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
) (58)	(59) (66)	(67) (76)			
0.93	15,000	11,700	1,650	825(city) 825(co.)	Preliminary Engineering. All Phases.
					(Future construction necessary to widen the existing facility to a 40-53 foot curbed section, install traffic signals & const. 70' bridge.)
0.93	15,000	11,700	1,650	1,650	ROW - 60' min.; Access Control- None; Parking Restrictions- None.
	(19) (23)	(24) (30)	REMARKS		

RECEIVED
FEB 24 1975
COUNTY
CITY
UNIT

Hopkins ✓
Harwell
Holmes
Prange
Unrein
2

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

-over-

USCOMM BUSC(?)-DC 48906-P61

REMARKS - continued

Existing Facility:

Roadway: 22-foot A.C. Surface with 1' shoulders.
Structure: USBR Main Canal Bridge; 70' timber span; 28' HC.

Project Data: The work under this project consists of all phases of preliminary engineering for the proposed future construction necessary to widen the existing facility to a 40 to 53-foot curbed section with 7-foot sidewalk/bikeway, installation of traffic signals, and construction of a 70-foot reinforced concrete bridge over the USBR Main Canal.

Note: There may be portions of the preliminary engineering performed by City of Klamath Falls engineering forces.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

Right-of-Way: No additional required.

FHPM 7-7-5 Requirements: No public hearing required under the provision of para. 6c.

IM 50-1-70 Requirements: Exempt from State Clearinghouse A-95 review per working agreement dated April 28, 1970. District 11 does not as yet have a functioning clearinghouse.

FHPM 7-7-2 Requirement: An appropriate environmental statement will be submitted under separate action.

Note: This project is in Congresstional District No. 2.

S. 6th ST.-E. SIDE BYPASS (KLAMATH FALLS) SECTION

PROJECT NO. M-2298(1)

h 1' shoulders.
; 70' timber span; 28' HC.

consists of all phases of
ture construction necessary
-foot curbed section with
affic signals, and con-
ridge over the USBR Main

nary engineering performed
.

evelopment, Historical and

g required under the provision

Clearinghouse A-95 review per
strict 11 does not as yet have

vironmental statement will be

istrict No. 2.

Data for PR-37:

Preliminary Engineering

Field Work	$10,000
PS & E Preparation	5,000
Total	$15,000

8764

Unrein fau

Pro 6-2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2298(1)

We are submitting program data for one Urban System preliminary engineering program Item No. 22, Project No. M-2298(1) "S. 6th St.-E. Side Bypass (Klamath Falls) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

Encl.

Hopkins K
Harwell
Holmes ✓
Prange
Unrein 4
2

RECEIVED
FEB 19 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8764

1.-75
fau,

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section South 6th St.-East Side Bypass (K. Falls)

Date January 31, 1975

Highway City - County Street FAUS 2278

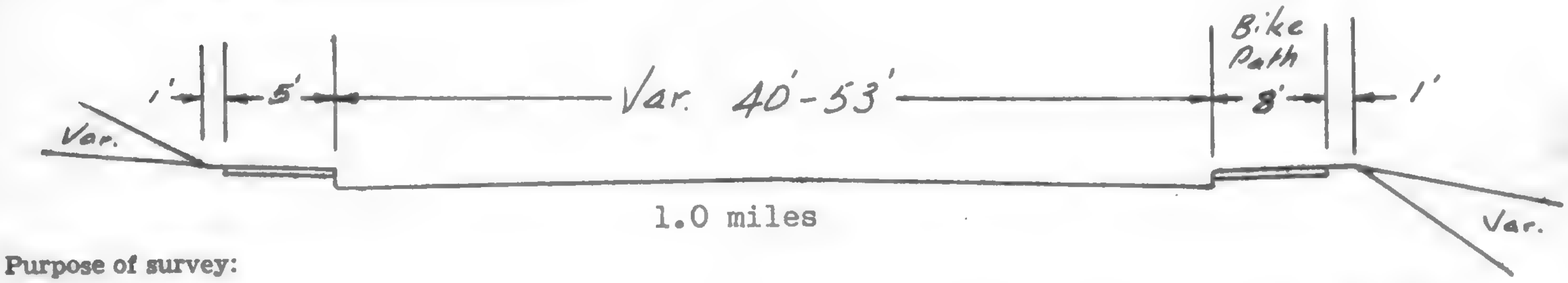
Authorization No. 1

County Klamath

Survey Prefix 318-1910 (Assigned by Salem office)

Description of termini, route, length, etc.:

The Westerly terminus is opposite Mile Point 1.75 in the City Limits of Klamath Falls. M.P. 1.75 is one tenth mile Westerly of the South 6th and Shasta Way street intersection. The location then runs Northeasterly on Shasta Way for a distance of one mile at which point it intersects the Klamath Falls-Malin Highway at Mile Point x 2.88. The latter being the Northeasterly terminus of the section.



Purpose of survey:

The purpose of this survey entails all necessary work to widen and improve Shasta Way which includes designing drainage, prepare cost estimate, Specifications, illumination and traffic signals.

Estimate of cost:

Field (901)	$20,000	Specifications (921)	1,000
Plans (905)	1,500	Environ. (923)	500
Soils (910)	2,000	Planning (924)	500
Loc. Studies (918)	500	Citizen Input (902)	500
Utilities (914)	1,000		

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 27,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

E. J. Dunn
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Victor D Wolfe
Location XXXXXX Engineer

Approved:

Ass't State Highway Engineer

State Printing

OFFICE ENGINEERING SECTION
P. E. APPR. 2-21-75
FED. AID FAUS STATE

RECEIVED
COUNTY & CITY SECTION
MAR 12 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

R. Unrein FAU
KFalls

**OREGON STATE
HIGHWAY DIVISION**

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR
F.B.Klaboe
Administrator of Highways

January 28, 1975

John Halvorsen
City Manager, Klamath Falls
226 S. Fifth Street
Klamath Falls, Oregon, 97601

Dear Mr. Halvorsen:

On January 22, 1975, the Oregon Transportation Commission formally approved two Urban System projects in the Klamath Falls area. These projects are on Oregon Avenue and on Shasta Way, and are described on the enclosed project summaries.

Present Urban System funds available to your area are insufficient to fund the entire Shasta Way project as planned. Accordingly, this project may have to be cut back if additional funds are not available at construction time. An agreement to cover Urban System funding of the Oregon Avenue project has been forwarded to Larry Lindstrom under separate cover.

Yours very truly,

David S. Fenton,
Regional Federal Aid Engineer

DSF:pw

Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☐ 6 CE ☐ RE ☐ RPE ☐

E76-4

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 9

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
December 11, 1974

Dave

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Urban Area Priority List
and Project Applications
Klamath Falls

TO: Richard Unrein
Urban Engineer
County/City Unit

Enclosed is a letter from Klamath Falls specifying their number one and number two priorities under the FAU program (further priorities are still being negotiated). These priorities are certified by the city, the county, and the District and Region engineers for the State Highway Division. I hope that all is in order.

Also enclosed are project request forms for the number one and two priorities, completed by the city and county Directors of Public Works. Please let me know of the next step that needs to be taken in the Region.

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

DSF:pw

Enclosure

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

November 25, 1974

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. John Gunter
District Engineer
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, Oregon 97601

RE: Oregon Avenue, Biehn to Tunnel Streets

Dear Mr. Gunter:

A request has been submitted by asking the City's Public Works Department and Planning Commission and the County's Public Works Department and Roads Advisory Committee to establish the Oregon Avenue, Biehn to Tunnel Streets project as the number one priority under the Federal Aid Urban (F.A.U.) program. The F.A.U. construction and funding priority is given with the understanding that the financing responsibilities will be shared as follows:

$43,260	+	Federal TOPICS Funds
$15,000	±	Total City and County Funds
$15,000	±	State Funds
		Balance from F.A.U. Funds

Enclosed is the F.A.U. system project request for the subject project.

The City, County, and State have mutually agreed to establish Shasta Way, (East Side Bypass to South Sixth Street) as the next priority after the Oregon Avenue, Biehn to Tunnel Streets project. Since the City, County, and State have agreed to establish said Shasta Way project as the number two priority for construction under the F.A.U. program, an F.A.U. system project request is also enclosed for Shasta Way, East Side Bypass to South Sixth Street.

Both the City and the County acting through their respective citizen advisory bodies have discussed and reviewed other possible projects within the F.A.U. system, but have not established priorities number three, four and five, at this time. These additional three priorities will be forthcoming.

Please be advised that the City of Klamath Falls and Klamath County approve of Oregon Avenue, Biehn to Tunnel Streets and Shasta Way, East Side Bypass to South Sixth Street as the number one and two priorities, respectively, for construction and financing under the F.A.U. funding program.

SISTER CITY
ROTORUA, NEW ZEALAND

Mr. John Gunter
November 25, 1974
Page Two

Sincerely,

CITY OF KLAMATH FALLS

By John O. Halvorsen
John O. Halvorsen, City Manager

ATTEST:

Rosie Keller
Rosie Keller
Deputy City Recorder

KLAMATH COUNTY BOARD OF COMMISSIONERS

By Bryant Williams
Bryant Williams
Chairman of the Board

By R A Pyle
R.A. Pyle
County Commissioner

By Lloyd Gift
Lloyd Gift
County Commissioner

LL:bjs

Enclosures

Approved
John L. Gunter
District Engineer
Ore State Hwy.
12-5-74

Approved this 11 day of December 1974.

OREGON STATE HIGHWAY DIVISION

Carl M. Williams Regional Engineer

Rev. 5/28/74

8764

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 3, 1974

Applicant Agency City of Klamath Falls and Klamath County

Federal Aid System Route No. 2298 Route Name Shasta Way

Project Name Shasta Way - East Side Bypass to South Sixth Street

Project Length 4900 ± feet Project Location (Attached sketch map)

Project Description Grading to improve surface drainage and match existing curb and gutter, cross and side streets for grade. Widen paved section with asphaltic concrete, complete with P.C.C. curbing and sidewalks.

Average Daily Traffic 7000 (1971) Design Speed Posted for 25 and 30 mph.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 Feet Travel Lanes Two 11 foot Shoulders 1

Medians N/A Parking Adjacent to traveled portion

Sidewalks N/A

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 56 & 43 feet Travel Lanes 4-12', 1-8', 2-12' & 2-9.5' Shoulders 2'

Medians Left turn pockets Parking Washburn Way-So. 6th St. section only

Curbed Yes Length Curb Radii 15' and 20'

Sidewalk/Bikeway 7' sidewalks and bikeway combination

Other

FOOTNOTES: The section will vary as noted starting at the East Side Bypass west to South Sixth St. predicated on present A.D.T.

Description of Proposed Roadway Work Grading, plant bituminous base (if required), base rock (optional), subsurface drainage, asphaltic concrete pavement, and sidewalks.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 88 feet Minimum 60 feet Maximum 88 feet

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? If additional right-of-way is needed, it will be part of project.

4. **Will applicant acquire right-of-way and have State review negotiations?**
Yes ____ **No** X

5. **Should State negotiate and acquire right-of-way in behalf of applicant?**

6. **Should State prepare options?** **Yes** ____ **No** X

7. **Is a public hearing necessary?** Can notify through news media. If positive results, hold hearing.

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. **Will there be any persons displaced from their homes, farms or business?**
No **If so, explain**

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. **Will this project affect any park or recreation facility?**
If so, explain Improve access to a private campground.

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:** Actuated system at Shasta Way and East Side Bypass, Shasta Way and Washburn Way.

2. **Proposed Signalization:**

Location Predicated on preliminary field investigation, intersection of Shasta Way and South Sixth Street.
Type Pre-timed.
Phases Three
Type of Suspension Overhead and free standing.

Interconnected With the South Sixth St. system (if needed).

Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? To be included in the project.

4. **Permanent Striping:**

Include in project or by applicant? To be included in the project.

IV. ILLUMINATION DATA

1. **Present Illumination and Location:** 3-21,000 M.V. lumen at Shasta Way & So. 6th, 4-21,000 M.V. lumen at Shasta Way & Washburn Way, 3-7,000 M.V. lumen spaced at 200 ft. intervals starting with Mitchell St. & running east, incandescents at Avalon and Shasta Way, Austin and Shasta Way.
2. **Proposed Illumination:**

Location Replace incandescents with 7,000 M.V. lumen, install 1-21,000 M.V.
~~Type~~ lumen at Shasta Way & So. Sixth St., install 4-7,000 M.V. lumen between Avalon and Washburn Way (staggered).

V. STRUCTURE DATA

1. **Existing Structure:** (See County section)

Location

Type

Size

To Remain in Place?

2. **Proposed Structure:** (See County section)

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions?

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections City constructed a storm sewer system from Mitchell St. to Washburn Way, also from Austin Street to Washburn Way in the Fall of 1973.

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 275,000
Right-of-Way Costs (If participating)	
Traffic Control	50,000
Illumination	5,000
Structures	175,000
Railroad	
Other Contingencies 10%	51,000
Preliminary Engineering 10%	51,000
PROJECT TOTAL	$ 607,000

FOOTNOTES: The City of Klamath Falls, Klamath County and the local State Highway Dept. have selected this project as the Number Two priority.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

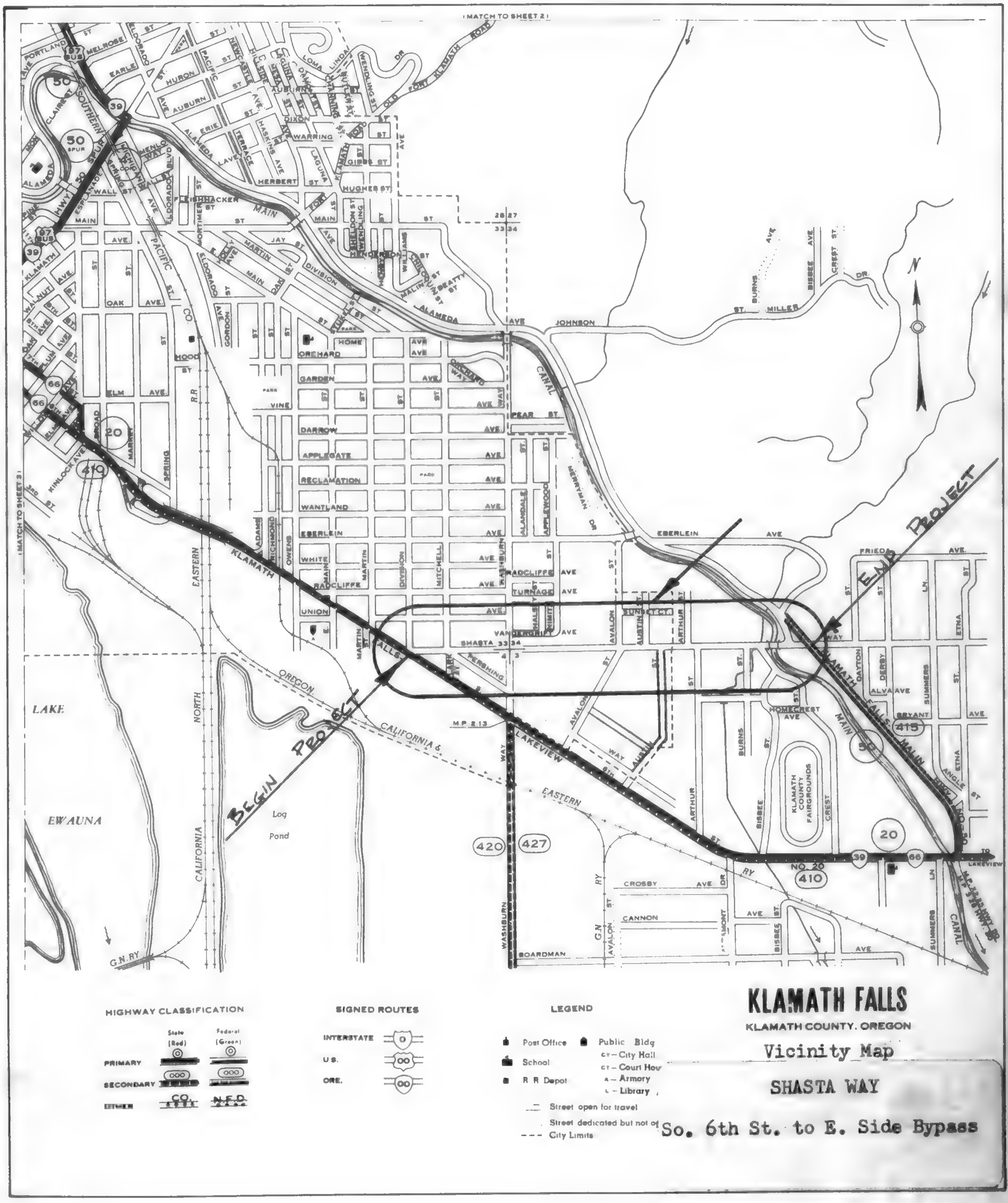
City of Klamath Falls, Oregon

Larry Lindstrom

By Director of Public Works

Dept. of Public Works, Klamath County

By Director of Public Works



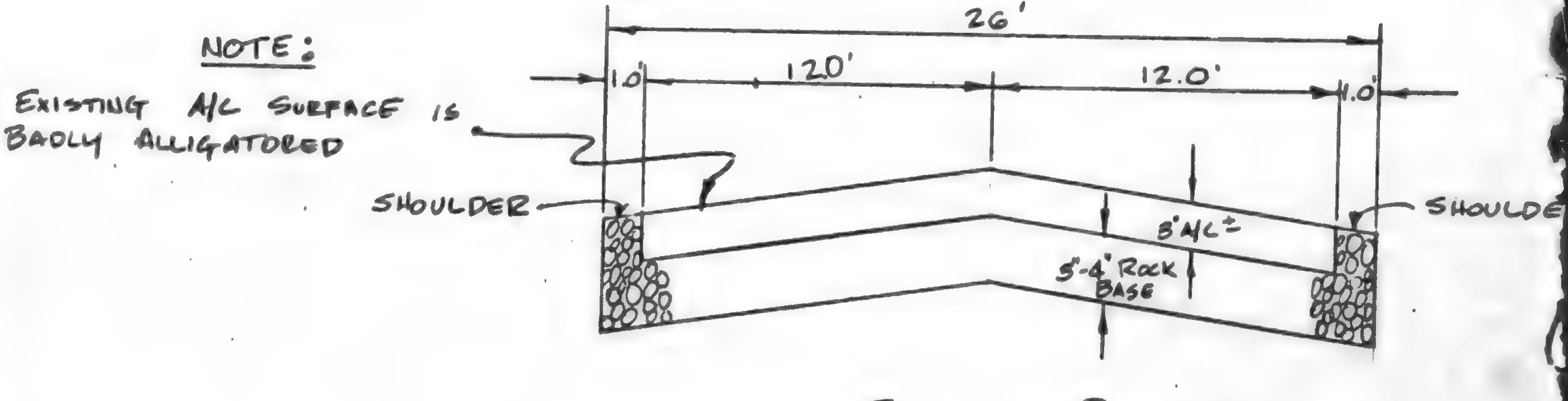
KLAMATH FALLS

KLAMATH COUNTY, OREGON

Vicinity Map

SHASTA WAY

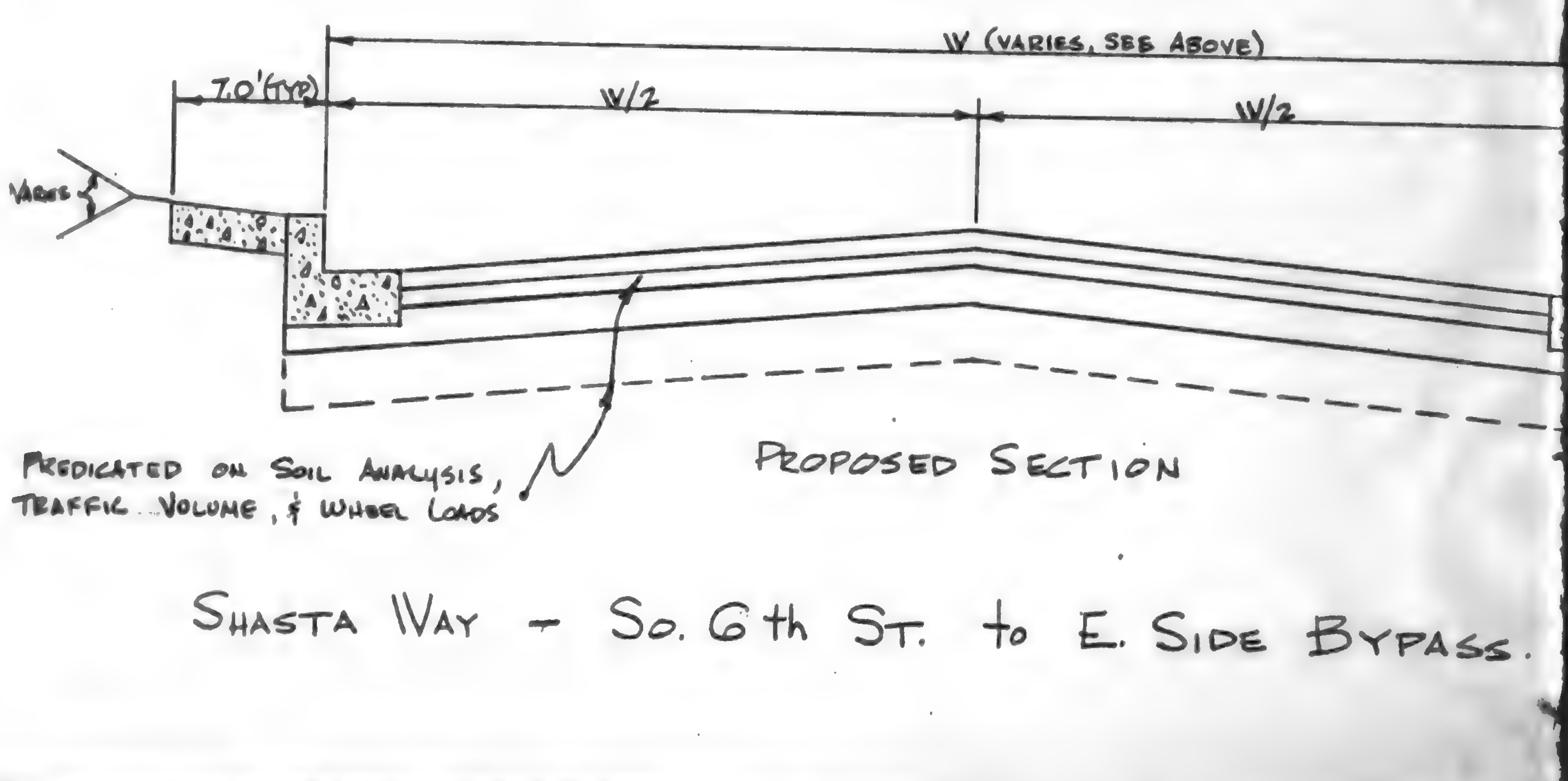
So. 6th St. to E. Side Bypass



NOTE:
EXISTING A/C SURFACE IS BADLY ALLIGATORED

EXISTING SECTION

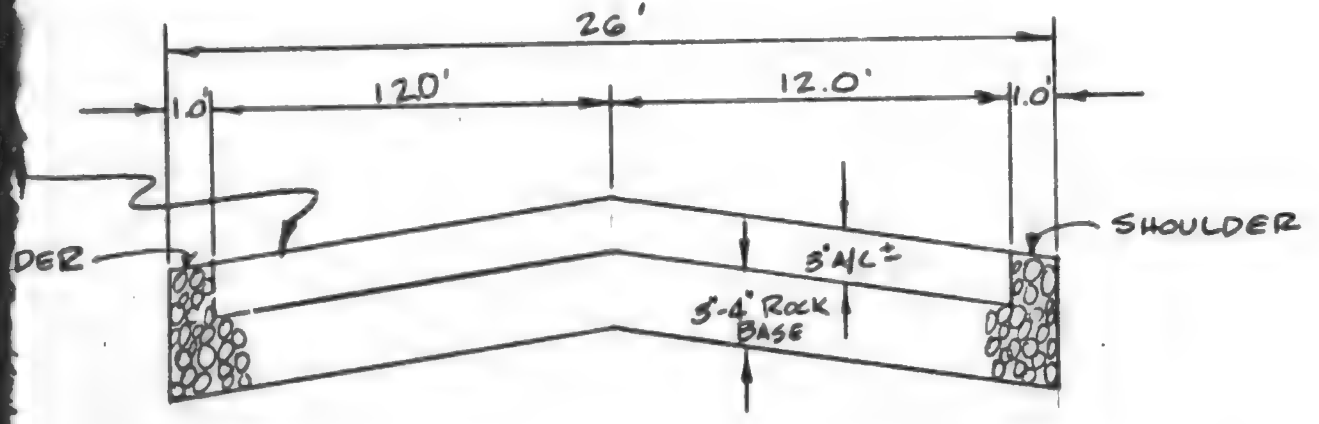
W = 43' - S. 6th S
W = 56' - WASHBURN
W = 40' (SEE CTY SEC.)



PREDICATED ON SOIL ANALYSIS, TRAFFIC VOLUME, & WHEEL LOADS

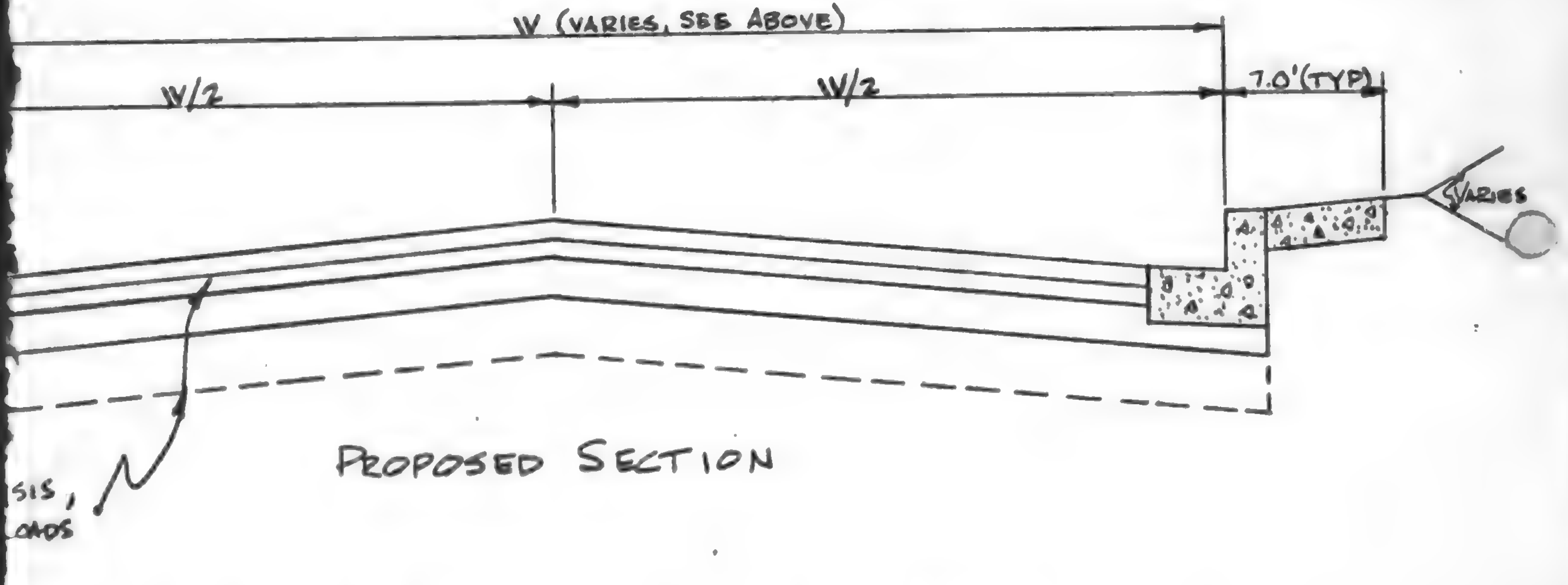
PROPOSED SECTION

SHASTA WAY - SO. 6th ST. to E. SIDE BYPASS.



EXISTING SECTION

W= 43' - S. 6TH ST. to WASHBURN WAY
W= 56' -WASHBURN WAY to AUSTIN ST. (SOUTH to 6TH ST.)
W= 40' (SEE CITY SEC.) - AUSTIN ST. to END OF PROJECT
(EAST SIDE BY-PASS)



PROPOSED SECTION

AY - So. 6th St. to E. Side Bypass.

8765 Armitage State Park 1978
approx. 4.5 mi. north of Eugene
(Toilet building)

8765

REPORT NO. 45

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ARMITAGE STATE PARK		WEEK ENDING: 16 JUNE 1979
		SECTION PREFIX: 920-2717
HIGHWAY:		COUNTY: LANE
NAME OF JOB: ARMITAGE STATE PARK	KIND OF WORK: TOILET BUILDING	
CONTRACTOR: ROBLES CONST., INC.	CONTRACT NUMBER: 8765	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: 27 JUNE 1978	DATE WORK STARTED: AUGUST 9, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 95493.29	SPECIFIED COMPLETION DATE: 31 DECEMBER 1978	PERCENT OF TIME ELAPSED: 104.8%
EXCLUSIVE OF ENGINEERING: $ 87153.26	ENGINEERING AUTHORIZATION: $ 8340.03 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82801.25	ENGINEERING COST TO DATE: $ 12825.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.0%
Estimate includes Liquidated Damages ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 5.0 %	PERCENT OF AUTHORIZATION: 153.8 %	DATE PROJECT WAS COMPLETED: 5 APRIL 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100.%						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

ITEM XXXXXXXXXX ~~BRIDGE NO.~~	ASPHALT WALKS	SEWAGE DISPOSAL	TOILET BUILDING					
PERCENT	100.%	100.%	100.%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	CLEAR			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	PARTLY CLOUDY			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

RECEIVED
JUN 18 1979
CONSTRUCTION
BRANCH

Kausey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Oubauer
Church

K

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Armitage State Park - for week of June 10 thru 16, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity this week.

Next week: Semi-final to be submitted 18 June 1979.

NOTE: Project work complete.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8765

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1978

Robles Construction, Inc.
9610 State Street
Salem, OR 97301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8765 for work in Armitage State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Ellis Jones
David Talbot

8765

June 27, 1978

Robles Construction, Inc.
9610 State Street
Salem, OR 97301

Gentlemen:

The Oregon Transportation Commission on June 27, 1978, accepted your second-low bid in the amount of $82,850.25 for work in Armitage State Park in Lane County.

The Commission referred the bid to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Outdoor Recreation.

Later in the day, concurrence was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 8765.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle & Portland

bbc:
H. S. Coulter
E. S. Hunter
David Moehring
Jack Sollis
C. T. Kessey
David Talbot
Robert Church
Walt Hart
A. Shirley
Ellis Jones
SAIF
Fran

6/27/78
Phoned company
& advised of
award per
E Hunter.

PROJECT MANAGEMENT OFFICE MEMO

①

Date 6-23-78

Subject Armitage State Park (Toilet Bldg) File No.

Received (call) (visit) from 6596

Address

Made ~~(call)~~ (visit) to Jack Sollis Phone

Reason for contact and general discussion:

Low bidder "Morris P Kielty, General Contractor" certified "I do" intend to subcontract portion of work but didn't list any solicitations. Sulaes thought could award and handle in advance of any subcontracting. Sollis says basis for considering "non responsive" unless he really meant "I do not" in which case accept clarification letter before award Otherwise award to next bidder. Hunter concurs.
Advised C Head & Cornforth advised Sulaes

Signature A Nimer
cc Sollis
Head
Sulaes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Date 6-23-78 PROJECT MANAGEMENT OFFICE MEMO

②

Subject Armitage State Park (Toilet Bldg) File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Morris P Kielty General Contractor Phone 687-2287

Reason for contact and general discussion:

Mr. Morris P. Kielty was not in the office on this date and was not expected to be in until monday 6-26-78. I talked to his Secretary Cindy about his intentions about Sub contracting. She feels he does intent to sub Contract but stated he had no documentation had made phone calls. Was going to have him call in if he returned today.

Signature Greg B Cornforth

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

③

Date 6-26 PROJECT MANAGEMENT OFFICE MEMO

Subject Armitage State Park (Toilet Bldg) File No.

Received (call) ~~(visit)~~ from Morris Kielty

Address Eugene

Made (call) (visit) to Phone 687-2287

Reason for contact and general discussion: I asked Mr. Kielty if he intended to sub contract any portion of this Project His Answer was yes. I Aslo explaind that if he does intend to subcontract he must list the Name of the firms contacted and complete the form Provided Relative to soliciting Sub contractors. Mr Kielty said he had no documentation of the Phone calls But said he contacted E.M.K. (mechanical contractors) Ken Marquist 344 6768 gave a quote and Roy Roe ~~and~~ Roofing (Not Bidding) 344, 0269

Signature Guy B. Comforth

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

---

④

Date 6-26-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Armitage State Park (Toilet Bldg File No.

Received (call) ~~(visit)~~ from Garry Inlosos

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Garry says both of the Sub contractors Ken Marques of E.M.K. and Roy Roe of Roy Roe Roofing ~~[illegible]~~ will be considered Minority Business since each are willing to fill out the proper forms.

Garry talk to each of these contractors

Signature Guy B. Comforth

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

⑤

PROJECT MANAGEMENT OFFICE MEMO

Date 6-26-78

Subject Armitage State Park (Toilet Bldg) File No.

Received (call) (visit) from

Address

Made (~~call~~) (visit) to Jack Sollis & Art Brummitt Phone

Reason for contact and general discussion:

Once again reviewed Morris P Kielty, General Contractor's bid proposal w/Jack Sollis. Even though Kielty tells Guy Cornforth he did contact two minorities (or at least two who are eligible to be so considered) his failure, per Sollis, to document such contacts in his proposal makes him per the specifications "non responsive". Therefore we will recommend award to the second bidder

Signature A Wimer

cc Sollis
[illegible]
Inloes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

4-AR 8-1
Armitage

PROJECT MANAGEMENT OFFICE MEMO

Date 6-23-78

Subject Armitage State Park (Toilet Bldg) File No.

Received (call) (visit) from

Address

Made ~~call~~ (visit) to Jack Sollis Phone

Reason for contact and general discussion:

Low bidder "Morris & Kelty, General Contractor" certified "I do" intend to subcontract portion of work but didn't list any solicitations. Inlaes thought could award and handle in advance of any subcontracting. Sollis says basis for considering "non responsive" unless he really meant "I do not" in which case accept clarification letter before award. Otherwise award to next bidder. Hunter concurs. Advised C Head & Cornforth advised Inlaes

Signature A Nimer

cc Sollis
Head
Inlaes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

NOTED
C. W. HEAD

8766 Harlow/Hayden Br. Rd.-"Q" 1978
St. Sec. of FAU 1205 & 1260 (5th
St N) in Spgfld (Gr, pave & base)

C.A 6141 7-26-77

OREGON STATE HIGHWAY DIVISION
FORM 81-734-1130 8766

HIGHWAY DIVISION INVOICE

NO. 130680

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-26-80	CC 2088		320-1014-297 41,051.26 A/C 321.00

LANECØU
- Lane County
- 3040 N. Delta Hwy.
- Eugene, OR 97401
- Attn: George Price, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Federal Aid Urban Project No. M-1025(1) Hayden Bridge Rd. - "Q" Street 5th Street Lane County Agreement No. 6141 Contract No. 8766			
Total Cost			$435,766.94
Less Federal Funds			211,000.00
Less State Share			17,515.68
County Share			207,251.26
County Advance Deposit			166,200.00
AMOUNT DUE			41,051.26
FINAL			

8766

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-4-80	CC 2088		320-1014-297

BILL TO: Code:

Lane County
3040 N. Delta Hwy.
Eugene, OR 97401
ATTN: Mr. George Price, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT			
Federal Aid Urban Project No. M-1205(1) Hayden Bridge Rd. - "Q" Street 5th Street Lane County Agreement No. 6141 Contract No. 8766			
TOTAL COST			$435,766.94
Less Federal Funds			211,000.00
Less State Share			17,515.68
County Share			207,251.26
County Advance Deposit			166,200.00
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $166,200.00
Advance Deposit Previously Transferred to Highway Fund $141,200.00
Balance $25,000.00
Transfer to Highway Fund $25,000.00
Refund Due $-----
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1865

Amount Due $ 41,051.26

Submitted by:
Gary E. Zehner
GARY E. ZEHNER

Approved:
D.E. SWAN

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** December 4, 1980

CITY Lane **Contract No.** 8766 **Date Completed** 3-26-79

PROJECT # M-1205(1) **Section** Hayden Br. Rd. - "Q" St., 5th St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$366,612.48
Credit for Liquidated Damages	(400.00)
Interest	94.87
Construction Engineering	69,067.61
Project Management	77.64
Training	311.09
E.E.O. Monitoring	3.25
TOTAL COST	$435,766.94
Federal Funds	211,000.00
BALANCE	$224,766.94

State Share:

$$\frac{\$211,000}{85.77\%} \times 7.12\% = \$17,515.68$$

County Share:

$224,766.94 - 17,515.68 = $207,251.26

Reference: Billing Form CC 2088

8766

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-15-80

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD
FROM 8-31-78
TO 4-11-80

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
X
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-1208(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Maximum Federal Funds		
$436,780.46	$248,008.75	85.775	$211,000.00	$211,000.00	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 8/15/80

PASSED FOR PAYMENT
V.E. Skoog, Controller
BY DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

320-1014✓

8766

STATEME OF COSTS INCURRED UNDER PROJECT AGREE T

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Harlow-Hayden Bridge Rd.-"Q" St. Section FAU 1205 (5th St. North) Eugene Urban Area, Lane County					
	Construction Roadway (Sta. "L" 0+60.5 To Sta. "L" 31+96.6) Type Code 6203					
	Final Contract Payment Summary	Lump Sum			$246,006.76	
	Construction Engineering					
	State	All Required			400.00	
	Liquidated Damages	Lump Sum			(400.00)	
	Total Participating Construction Engineering				-0-	
	Total Participating Cost				$246,006.76	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			120,605.72	
	Interest on Final Payments	All Required			94.87	
	Construction Engineering	All Required			69,044.86	
	E.E.O. Monitoring Expense	All Required			3.25	
	Total Nonparticipating Expense				$189,748.70	
	Total Project Cost				$435,755.46	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/24/80.					

12-4-80
TO TYPE
G

AMOUNT CARRIED FORWARD . . .

```
                                                                                     FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE

  EUGENE PMP MONITORING          CONT NO         FA PROJ NOS PMS 00S072 100
                                      320    1008      296        00 N 9                       .61CR
                                      320    1008      298        00 N 9                       .61
                                      320    1008      900        00 P 1
                                                       TOT        P1
                                               ** JOB TOTALS **                    **

  HAYDEN BR RD-Q ST(SPRINGFIELD CONT NO 8766 * FA PROJ NOS M   205001 100
                                      320    1014      201        00 P 1 Cont.                 119,052.17CR
                                      320    1014      201        00 N 1  "                    119,052.17
                                      320    1014      201        00 N 8
                                      320    1014      203        00 P 1 Cr. Liq. dam.
                                      320    1014      206        00 N 1 Int.
                                      320    1014      296        00 N 9 Tr. St.   21.79CR          27.01CR
                                      320    1014      297        00 N 9 " Co.
                                      320    1014      298        00 N 9 " Fed.    21.79            27.01
                                      320    1014      900        00 P 1 Engr.                  67,858.20CR
                                      320    1014      900        00 N 1  "        11.48        67,869.68
                                      320    1014      920        00 P 1 R.M.                       77.64CR
                                      320    1014      920        00 N 1  "                         77.64
                                      320    1014      950        00 P 1 Training                  311.09CR
                                      320    1014      950        00 N 1  "                        311.09
                                      320    1014      985        00 P 1 EEO Monitoring              3.25CR
                                      320    1014      985        00 N 1  "                          3.25
                                                       TOT        P1                          187,302.35CR
                                                       TOT        N1               11.48      187,313.33
                                                       TOT        N8
                                               ** JOB TOTALS **                    11.48  **       11.48

  SPRRXING S 6TH COTTAGE GROVE  CONT NO          FA PROJ NOS RRS 420001 100
                                      320    1017      205        01 P 1
                                      320    1017      270        01 P 1
                                      320    1017      296        00 N 9                        59.56CR
                                      320    1017      298        00 N 9                        59.56
                                      320    1017      900        00 P 1                        66.18
                                                       TOT        P1                              66.18
                                               ** JOB TOTALS **                           **       66.18

  KINGWOOD S'-FLORENCE           CONT NO 8917    FA PROJ NOS SOS 001001 100
                                      320    1023      201        00 P 1             781.09          781.09
                                      320    1023      203        00 P 1
                                      320    1023      204        00 P 1              39.06CR         39.06CR
                                      320    1023      204        00 N 1
                                      320    1023      295        00 N 9
                                      320    1023      296        00 N 9
```

```
NT          PREFIX         FUNCTION   GR  CURRENT MONTH          FISCAL             GRAND TOTAL      ACTIVE YRS
                                                                YEAR TO DATE          TO DATE         BEG    END

   CONT NO           FA PROJ NOS PMS 00S072 100                                                       STATE
      320      1008        296         00 N 9                               .61CR        484.13CR     78     80
      320      1008        298         00 N 9                               .61          484.13       78     80
      320      1008        900         00 P 1                                            484.13       78     80
                           TOT         P1                                                484.13
                        ** JOB TOTALS **                   **                    **      484.13   **

LD CONT NO 8766 * FA PROJ NOS M   205001 100                                      M   205001          STATE
      320      1014        201         00 P 1 Cont.                     119,052.17CR    246,006.76       78     80
      320      1014        201         00 N 1   "                       119,052.17      120,242.17       78     80
      320      1014        201         00 N 8   "                                           363.55       79     79
      320      1014        203         00 P 1 Cr. Liq. dam.                                 400.00CR     79     80
      320      1014        206         00 N 1 Int.                                           94.87       79     79
      320      1014        296         00 N 9 Tr. st.    21.79CR             27.01CR    352,200.00CR     78     80
      320      1014        297         00 N 9 " Co.                                     141,200.00       78     78
      320      1014        298         00 N 9 " Fed.     21.79               27.01      211,000.00       78     80
      320      1014        900         00 P 1 Engr.                      67,858.20CR        400.00       78     80
      320      1014        900         00 N 1   "        11.48           67,869.68       68,667.61       78     80
      320      1014        920         00 P 1 R.M.                           77.64CR                     78     80
      320      1014        920         00 N 1   "                            77.64           77.64       80     80
      320      1014        950         00 P 1 Training                      311.09CR                     79     80
      320      1014        950         00 N 1   "                           311.09          311.09       80     80
      320      1014        985         00 P 1 EEO Monitoring                  3.25CR                     78     80
      320      1014        985         00 N 1   "                             3.25            3.25       80     80
                           TOT         P1                           187,302.35CR    246,006.76
                           TOT         N1            11.48          187,313.33      189,396.63
                           TOT         N8                                               363.55
                        ** JOB TOTALS **             11.48   **          11.48   **  435,766.94   **

VE  CONT NO           FA PROJ NOS RRS 420001 100                                                      STATE
      320      1017        205         01 P 1                                          4,255.60CR     80     80
      320      1017        270         01 P 1                                         42,556.00       80     80
      320      1017        296         00 N 9                            59.56CR      34,541.64CR     80     80
      320      1017        298         00 N 9                            59.56        34,541.64       80     80
      320      1017        900         00 P 1                            66.18            79.20       80     80
                           TOT         P1                                66.18        38,379.60
                        ** JOB TOTALS **                   **            66.18   **   38,379.60   **

    CONT NO 8917     FA PROJ NOS SOS 001001 100                                                       STATE
      320      1023        201         00 P 1            781.09             781.09    69,735.50       79     80
      320      1023        203         00 P 1                                            750.00CR     80     80
      320      1023        204         00 P 1             39.06CR            39.06CR     714.19CR     80     80
      320      1023        204         00 N 1                                          2,735.09CR     79     79
      320      1023        295         00 N 9                                         15,740.00       80     80
      320      1023        296         00 N 9                                         73,640.00CR     79     80
```

8766

CON 5
Contract #8766

April 8, 1980

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

Gentlemen:

A post-final payment for $3,700.00 will be made to Benge Paving, Inc., for work on Harlow-Hayden Bridge Road-"Q" Street Section of FAU 1205 & 1260 in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $366,212.48 including the post-final payment. Of the total $7,483.78 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Benge Paving Inc.
P. O. Box 256
Eugene, OR 97440

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8766

GOVERNMENT PRINTING OFFICE: 1974—732-628

r1

cc:
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-7-80

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 4/7/80	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. M-1205(1)
COMPLETION DATE 3/26/79	ACCEPTANCE DATE BY CONTRACT AGENCY 7/17/79	TIME ELAPSED 136 %	CONTRACT TIME 100
APPROVED EXTENSIONS 38 days	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HARLOW/HAYDEN RD. KING ST. SECTION
FIFTH ST. NORTH (SPRINGFIELD)
Grading and Paving

Description

Previously a two-lane oil surfaced roadway with unimproved shoulders serviced this location. This project provided for an asphaltic concrete pavement 44' curb-to-curb accommodating two 11' travel lanes and a 12' left turn median with 5' bikeways adjacent to both curbs. 5' concrete sidewalks will be constructed on each side. Considerable utility adjustments were required.

The contract allowed 110 days to complete the work. The contractor used 152 days. An extension was granted for 38 days. Liquidated damages were charged for 4 days.

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO Keasey
FOR
Info	Inves	R/D	D/R	Sign	Act	File

4/14
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-8-80	TITLE Field Operations Engineer	DATE 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8766

Versteeg
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED Springfield
JUL 30 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

Harlow/Hayden Bridge Road - "Q" Street (Springfield)
Contract: 8766
Prefix: 320-1014

NARRATIVE REPORT

The work to be done under this contract consisted of the following work on Harlow/Hayden Bridge Road - "Q" Street section of FAU 1205 and FAU 1260 (5th Street North) in Springfield, Lane County:

1. Construction of roadbed grading, lime treated subgrade and asphalt concrete pavement.
2. Construction of concrete curbs and gutters and sidewalks.
3. Performance of such additional and incidental work as is called for by the specifications and plans.

The contract was awarded July 17, 1978 to Benge Paving, Inc. The preconstruction conference was held on July 13, 1978. Work began on August 8, 1978 and was completed March 26, 1979.

REFERRED TO
FINAL DESIGN ENGINEER

Temporary Direction and Protection of Traffic:

The special provisions required project to be open to traffic with one lane closures during working hours when necessary.

The contractor requested and received approval for alternate route signs, not included in this contract, advising the traveling public to by-pass the work area.

Clearing and Grubbing:

Sub-contractor began clearing and grubbing on August 8, 1978 with the cutting of trees within the right-of-way. No problems occured during the clearing operation.

Drainage:

The primary drainage installation consisted of an 18" storm sewer to be installed in center of roadway and the contractor requested location of the 18" storm sewer to be moved from centerline of the road to the east side of roadway. This was not possible because of the utilities running along the east side of the street. The drainage work was scheduled to begin Monday, July 31, 1978, but was delayed one week to August 8th due to the pipe supplier not having State inspected pipe. A request by contractor was made to change a portion of the backfill along the pipe from 3/4"-0 crushed aggregate and 1½"-0 crushed aggregate to pea gravel. Price Agreement No. 2 was approved for this change. Conflict with utilities occured on the north two hundred feet of the storm sewer. The utilities were run through three special manholes as detailed under Price Agreement No. 3.

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
JUL 27 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

Earthwork:

The earthwork started on August 28, 1978. Contractor requested permission to remove asphalt over the entire project. It was our opinion that due to the time of year, opening the entire project could cause severe traffic problems in the event of the usual September rains. The contractor was instructed not to open more than two blocks ahead of the base lift of asphalt. This procedure stretched the excavation operation over a considerable period of time due to the wait required to cure lime treated subgrade before base lift of asphalt concrete could be placed. The grading operation in fact shut down several times because of rain which made it necessary to use 1½"-0 crushed aggregate on opened section to keep traffic moving. This increased the quantity of 1½"-0 crushed aggregate used on this project.

Rainbow Water District's main line was broken in one area and several service lines were broken throughout project because of inadequate cover. The actual depth of service lines was unknown and were lowered when repaired by Rainbow.

Lime treated subgrade was to be incorporated in project if required. The subgrade had a combination of gravel and clay. The first section at Station 0+60 to 5+12 was paved without lime treatment. The grade appeared satisfactory until asphalt trucks had made four or five passes in the same wheel tracks and it became apparent that a better structure was needed. Three and one-half percent lime was added to subgrade Station 5+12 to 9+00 which improved the stability. Five percent was used from Station 9+00 to 25+00 on left side of centerline and Station 9+00 to 31+00 on right side centerline which improved stability of subgrade substantially.

Experimentation with curing time from one to seven days was done and the shorter curing time proved better for traffic but the seven day curing time gave better results. The final results on lime treated subgrade were not completely satisfactory. The indications were that more testing should have been done before project was let, which might have indicated cement or cottrel dust should have been used rather than lime.

Asphalt Concrete:

The mix design for the asphaltic mixture recommended 0.5% additive. On the first day of paving the supplier did not have the additive but due to weather conditions it was decided to cover 400 feet with base lift. The percent of asphalt cement was raised from 5.8 to 6.3 in an attempt to meet retained strengths specifications. Material from this day's run was sent to Material testing lab to see if it would pass. Material failed on retained strength. Supplier had additive in asphaltic cement the remainder of project.

As we have already mentioned, there were many soft areas in the subgrade. Sub-excavation prior to paving was limited to areas in which equipment could not effectively operate. This procedure was used because of extensive questionable subgrade, and if all the areas in question were subexcavated, much of the subgrade would have been removed. Aside from the expense, this would have caused more problems with utilities.

The rest of the grade was paved with a 4-inch base lift. Where even the base lift did not hold up, material was excavated to approximately 1 foot below subgrade as detailed under Extra Work Order No. 1, and backfilled with asphalt.

The problems with subgrade caused problems with the paving grades which required additional work for survey crew setting grades for each additional course of asphalt. The contractor elected to place a leveling course before placing the final wearing course. This appeared to be reasonable; the only problem was that after the leveling course was placed, there were areas that were too high to be overlaid with a "B" mixture. Contractor requested and received approval under Price Agreement No. 5 to use Class "C" asphaltic mixture for wearing course. The Class "C" mixture probably improved the overall appearance of the project as there were many manholes to work over, and the finer mixture feathered more effectively.

During construction, it was observed that "Q" Street was badly deteriorated from Station 202+50 to Station 207+25. We requested and received permission from Lane County to overlay this section with a minimum of 1 inch Class "C" Asphalt through the subject area.

Curbs and Gutters, and Sidewalks:

The concrete work for these items was substantially acceptable. The main problems were the many days absence of contractor from project and vandalism to fresh concrete.

Several driveways were widened at owner's request and several more were widened due to Lane County's requirement which is a minimun of three feet between top of curb transistion of adjacent driveways. Three additional driveways were constructed at owner's request.

Several of the curb returns at street intersections were extended to improve their general effectiveness and appearance.

xc: Matl's & Rd. Design

8766

July 19, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8766 awarded to Benge Paving, Inc., for work on the Harlow-Hayden Bridge Road-"Q" Street Section of FAU 1205 and 1260 (5th Street North) in Lane County was completed on March 26, 1979, and accepted by the State Highway Engineer on July 17, 1979.

Final payment in the amount of $17,787.35 will be released to the contractor after July 24, 1979. The total contract amount is $362,512.48 including $7,483.78 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc	Benge Paving, Inc., P. O. Box 256 Eugene, OR 97440	United Pacific Insurance Co. P. O. Box 1788 Eugene, OR 97440

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8766 7-10-79 Springfield

Harlow/Hayden Bridge Road - "Q" Street (Springfield)
Contract: 8766
Prefix: 320-1014

	Authorized	Semi-Final Estimate	% Overrun/ Underrun
Contract Bid Items	$347,456.87	$348,114.52	+ 0.2%
Anticipated Items	-0-	-0-	-0-
Contingencies	15,635.56		
Additional Authorization 5-15-79	1,087.80		
	16,723.36	18,179.82	+ 8.7%
Engineering	31,271.12		
Additional Authorization 5-15-79	31,728.88		
	63,000.00	60,049.44	(-)4.7%
Credit for Liquidated Damages 41 Days @ $100.00/Day	-	(-) 4,100.00	-
TOTAL:	$427,180.23	$422,243.78	(-)1.1%

Ini and Circulate
WCB
TEB
PFG
Day
AptB

1 Versteeg ✓
Anderson
2 Christensen DOC
Olson
3 Sullivan Jwz
Terpin
Trout
Wakerlig

RECEIVED
JUL 10 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Harlow/Hayden Bridge Road - "Q" Street (Springfield)
Contract: 8766
Prefix: 320-1014

Explanation of Overruns and Underruns:

B.I. Number	Description	Unit	Authorized	Used	% Over/ Under
1	Mobilization	L.S.	100%	All	-0-
2	Temporary Protection and Direction of Traffic	L.S.	100%	All	-0-
3	Temporary Signs Work crews were kept small because of weather and traffic limitations.	S.F.	680	526	(-) 22.6%
4	Temporary Barricades	Each	10	10	-0-
5	Flagmen More than the anticipated time was used to complete this project. Also, the high volume traffic required flagmen for many small operations.	Hrs.	500	890.5	+ 78.1%
6	Clearing and Grubbing	L.S.	100%	All	-0-
7	Remove Structures and Obstructions	L.S.	100%	All	-0-
8	General Excavation	C.Y.	7158	7948.60	+ 11.0%
9	Trench Excavation P.A.#2 allowed the use of pea gravel for backfill around pipe, thereby rescinding the need to excavate one foot each side of the pipe.	C.Y.	1440	1257.4	(-) 12.7%
10	3/4-0" Bedding Material P.A.#2 reduced quantity from 460 to 270 tons, but some of this material was used for roadway maintenance during rainy weather.	Ton	460	457.78	(-) 0.5%
11	1½-0" Crushed Rock Backfill P.A.#2 reduced quantity from 1710 to 1540 tons. The prepondenance of this material was used for the protection of traffic traveling over wet or rough subgrade.	Ton	1710	2526.735	+ 47.8%
12	Finishing Roadbed and Slopes	L.S.	100%	All	-0-
13	Watering Very little watering required because of wet weather and the immediate processing of Lime treatment operations when weather allowed.	M-Gal	230	43.80	(-) 81.0%
14	1½" Aggregate Base This item deleted (refer P.A. #4).	Ton	222	-0-	(-)100.0%

Harlow/Hayden Bridge Road - "Q" Street (Springfield)
Contract: 8766
Prefix: 320-1014

Explanation of Overruns and Underruns (CONTINUED)

B.I. Number	Description	Unit	Authorized	Used	% Over/ Under
15	3/4-0" Aggregate Base Additional material used on shoulders at "Q" Street and on driveways during construction of roadway allowing access for residential traffic.	Ton	648	887.71	+ 37.0%
16	Lime Treated Subgrade Less area than specified due to the first 450 ft. used as trial area and was not treated, and approximately 500 ft. on south end of project which had 16" base rock under existing pavemant.	S.Y.	15,550	11,864.8	(-) 23.7%
17	Lime for Treated Subgrade Less area treated than was planned. However, more lime than specified was added to most treated areas as instructed by Engineer.	Ton	120	109.01	(-) 9.2%
18	Class "B" Asphalt Concrete	Ton	8600	8289.92	(-) 3.6%
19	12" Culvert Pipe The widening on "Q" Street as per plan necessitated the removal of 2 culverts (not shown on plans) under driveways. These were replaced with 12" culvert pipe.	L.F.	112	166.0	+ 48.2%
20	10" Sewer Pipe Additional pipe and a CG-3 Inlet were added to accomodate a drainage pattern change originating from the construction of a new street just prior to this contract.	L.F.	297	332	+ 11.8%
21	18" Sewer Pipe	L.F.	1311	1290	(-) 1.6%
22	3" Plastic Drain Pipe Additional pipe installed at property owner's request.	L.F.	416	459	+ 10.3%
23	Concrete Manholes One manhole under this Bid Item deleted and Special manhole added (refer P.A. #3) because of conflicts with utility lines.	Each	7	6	(-) 14.3%
24	Concrete Inlets, Type CG-3 Additional inlet at new Street, (T Street East).	Each	11	12	+ 9.1%
25	Concrete Inlets, Type CG	Each	1	1	-0-
26	Concrete Walks Additional driveways and new Street (T Street East) allowed for less area of walk.	S.Y.	2864	2460.3	(-) 14.1%
27	6 Inch Concrete Driveways Additional driveway incorporated in project at various property owner's request.	S.Y.	605	822.31	+ 35.9%
28	8 Inch Concrete Driveways	S.Y.	16	15.6	(-) 2.5%

Harlow/Hayden Bridge Road - "Q" Street (Springfield)
Contract: 8766
Prefix: 320-1014

Explanation of Overruns and Underruns (CONTINUED)

B.I. Number	Description	Unit	Authorized	Used	% Over/ Under
29	Concrete Curb and Gutter	L.F.	5,518	5,633.7	+ 2.1%
30	Reinforced Curb and Gutter	L.F.	37.0	37.0	-0-
31	Concrete "V" Type Gutter	L.F.	25	25.2	+ 0.1%
32	Concrete Valley Gutter Fillet	Each	2	2	-0-
33	Adjust Manholes Additional manhole at new Street (T Street East).	Each	19	20	+ 5.3%
34	Reconstruct Concrete Manhole	Each	1	1	-0-
35	Mailbox Posts Mailboxes were placed at locations specified by residents which eliminated 6 posts.	Each	40	34	(-) 15.0%
P.A. #1	Provide Weighman & Weigh Memos by Contractor	(Documentation only)			
P.A. #2	Document quantity reduction on Bid Items #10 and #11. Add New Item: Pea Gravel The trench was not as wide as anticipated when the quantities were computed.	Ton	370	240.945	(-) 34.9%
P.A. #3	Construct Special Manholes	Each	3	3	-0-
P.A. #4	1½-0" Aggregate Base Document deletion of Bid Item #14. Some 3/4-0" Aggregate Base substituted for 1½-0" Aggregate on "Q" Street shoulders.	Ton	1400	1161.26	(-) 17.1%
P.A. #5	Document change for including Class "C" Asphalt Concrete in Bid Item No. 18 (Cl. "B" A/C) at contract price.				
EWO #1	Excavate Below Grade Elevation	$	2739.47	2739.47	-0-
EWO #2	Addition of Antistripping Agent	$	4266.79	4266.79	-0-
EWO #3	Complete Grading & Paving work on County Bikepath outside R/W	$	363.55	363.55	-0-
EWO #4	Install Special Catch Basin	$	113.49	113.49	-0-

8766

REPORT NO. 46

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HARLOW-HAYDEN BR. RD- "Q" STREET SECTION

WEEK ENDING: 23 JUNE 1979

SECTION PREFIX: 320-1014

HIGHWAY: 5TH STREET NORTH

COUNTY: LANE

NAME OF JOB: HARLOW-HAYDEN BR.RD-Q ST.

KIND OF WORK: GRADING,BASING, & PAVING

CONTRACTOR: BENGE PAVING, INC.

CONTRACT NUMBER: 8766

FEDERAL AID PROJECT NUMBER: M-1205(1)

DATE OF CONTRACT: JULY 17, 1978

DATE WORK STARTED: 7 AUGUST 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 110 CWD

CALENDAR DAYS USED: 151

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 137.3%

PROJECT AUTHORIZATION: $ 427180.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

EXCLUSIVE OF ENGINEERING: $ 364180.23

ENGINEERING AUTHORIZATION: $ 63000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.3%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 361655.31

ENGINEERING COST TO DATE: $ 60048.98

THIS WEEK: 0.0

DATE PROJECT WAS COMPLETED: 26 MARCH 1979

ESTIMATED PERCENT: UNDERRUN 0.7 %

PERCENT OF AUTHORIZATION: 95.3 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%	100.%	100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.59	0.59			0.59
MILES PARTIALLY COMPLETED					
MILES COMPLETED	LIME TR.S/B				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15550.0 SY	870.0 TN			8600.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	11864.8 SY	2049.4 TN			8289.9 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11864.8 SY	2049.4 TN			8289.9 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	CONCRETE WALKS	CONCRETE DRIVE	CURB AND GUTTERS	MAILBOX POSTS				
PERCENT	100.%	100.%	100.%	100.%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	SHOWERS	0		
TUESDAY	SHOWERS	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

RECEIVED
JUN 25 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Harlow/Hayden Bridge Rd - "Q" St (Springfield)-for week of June 17 thru 23,1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Office crew working of semi-final.

Next week: No activity.

NOTE: Project work complete. Semi-final to be submitted on 25 June 1979.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8766

8

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-145		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	5-11-79	Project Number M-1205(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 29, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 392,672.00	$ 392,672.00
Federal funds	$ 306,912.00	$ 211,000.00
Other revisions		

This modification is made for the following reasons:

To correct federal funds to maximum federal funds set for this project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Coulter

Asst. State Highway Engineer
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Gen. File

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal-Aid Project
No. M-1205(1)

HARLOW-HAYDEN BRIDGE RD.-"Q" ST. SECTION
FAU 1205 (5TH ST. NORTH)
EUGENE URBAN AREA, LANE COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "L" 0+60.5 to Sta. "L" 31+96.6)

Mobilization	All Required		$ 12,000.00
Temporary Protection and Direction of Traffic	All Required		1,840.00
Temporary Signs	680 Sq.Ft.	4.05	2,754.00
Temporary Barricades	10 Each	45.00	450.00
Flagmen "A"	500 Hour	17.00	8,500.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	7,158 Cu.Yd.	3.35	23,979.30
Trench Excavation	1,440 Cu.Yd.	3.60	5,184.00
3/4" - 0 Bedding Material	460 Ton	3.73	1,715.80
1" - 0 Crushed Rock Backfill	1,710 Cu.Yd.	4.61	7,883.10
Finishing Roadbed and Slopes	All Required		11,700.00
Watering	230 M-gal.	10.50	2,415.00
1" - 0 Aggregate Base	222 Ton	7.00	1,554.00
3/4" - 0 Aggregate Base	648 Ton	7.62	4,937.76
Lime Treated Subgrade	15,550 Sq.Yd.	0.68	10,574.00
Lime for Treated Subgrade	120 Ton	90.00	10,800.00
Class "B" Asphalt Concrete	8,600 Ton	16.28	140,008.00
12-inch Culvert Pipe	112 Lin.Ft.	7.30	817.60
10-inch Sewer Pipe	297 Lin.Ft.	15.50	4,603.50
18-inch Sewer Pipe	1,311 Lin.Ft.	15.90	20,844.90
3-inch Plastic Drain Pipe	416 Lin.Ft.	1.50	624.00
Concrete Manholes	7 Each	770.00	5,390.00
Concrete Inlets, Type CG-3	11 Each	425.00	4,675.00
Concrete Inlets, Type CG	1 Each	350.00	350.00
Concrete Walks	2,864 Sq.Yd.	9.54	27,332.56
6-inch Concrete Driveways	605 Sq.Yd.	10.95	6,624.75
8-inch Concrete Driveways	16 Sq.Yd.	13.10	209.60
Concrete Curb and Gutter	5,518 Lin.Ft.	3.75	20,692.50
Reinforced Concrete Curb and Gutter	37 Lin.Ft.	5.00	185.00
Concrete "V" Type Gutter	25 Lin.Ft.	6.50	162.50
Concrete Valley Gutter Fillet	2 Each	375.00	750.00
Adjusting Manholes	19 Each	50.00	950.00
Reconstructing Concrete Manholes	1 Each	560.00	560.00

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal-Aid Project
No. M-1205(1)

Subtotal	$345,966.87
Engineering	46,705.13
Total	$392,672.00

Length of Roadway	0.594 Mile
Cost of Roadway Per Mile	$661,063.97

Federal Funds (78.16%)	$211,000.00
State Funds	29,500.00
County Funds	152,172.00
Total	$392,672.00

Group 1 - 100%
Contract No. 8766
Prefix: 320-1014

HARLOW-HAYDEN BRIDGE RD.-"Q" ST.
(Nonparticipating - State Work)

Mailbox Posts	40 Each	35.00	$ 1,400.00

8766 .

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-49	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8 28 78	Oregon County Lane Project No. M-1205(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St., Harlow/Hayden Br. Rd. to "Q" St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-78	0.594
OTHER *(Specify)*		

FUNDS Pro Rata 78.16%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$392,672.00	$306,912.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Technical Services Engineer
(Title)

By For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 17, 1978

Federal Aid Project
No. M-1205(1)

HARLOW - HADEN BRIDGE RD. - "Q" ST. SECTION
FAU 1205 (5th ST. NORTH)
EUGENE URBAN AREA, LANE COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "L" 0+60.5 to Sta. "L" 31+96.6)

Mobilization	All	Required		$ 12,000.00
Temporary Protection and Direction of Traffic	All	Required		1,840.00
Temporary Signs	680	Sq.Ft.	4.05	2,754.00
Temporary Barricades	10	Each	45.00	450.00
Flagmen "A"	500	Hour	17.00	8,500.00
Clearing and Grubbing	All	Required		3,000.00
Removal of Structures and Obstructions	All	Required		2,000.00
General Excavation	7,158	Cu.Yd.	3.35	23,979.30
Trench Excavation	1,440	Cu.Yd.	3.60	5,184.00
3/4" - 0 Bedding Material	460	Ton	3.73	1,715.80
1"" - 0 Crushed Rock Backfill	1,710	Cu.Yd.	4.61	7,883.10
Finishing Roadbed and Slopes	All	Required		11,700.00
Watering	230	M-Gal.	10.50	2,415.00
1"" - 0 Aggregate Base	222	Ton	7.00	1,554.00
3/4" - 0 Aggregate Base	648	Ton	7.62	4,937.76
Lime Treated Subgrade	15,550	Sq.Yd.	0.68	10,574.00
Lime for Treated Subgrade	120	Ton	90.00	10,800.00
Class "B" Asphalt Concrete	8,600	Ton	16.28	140,008.00
12-inch Culvert Pipe	112	Lin.Ft.	7.30	817.60
10-inch Sewer Pipe	297	Lin.Ft.	15.50	4,603.50
18-inch Sewer Pipe	1,311	Lin.Ft.	15.90	20,844.90
3-inch Plastic Drain Pipe	416	Lin.Ft.	1.50	624.00
Concrete Manholes	7	Each	770.00	5,390.00
Concrete Inlets, Type CG-3	11	Each	425.00	4,675.00
Concrete Inlets, Type CG	1	Each	350.00	350.00
Concrete Walks	2,864	Sq.Yd.	9.54	27,332.56
6-inch Concrete Driveways	605	Sq.Yd.	10.95	6,624.75
8-inch Concrete Driveways	16	Sq.Yd.	13.10	209.60
Concrete Curb and Gutter	5,518	Lin.Ft.	3.75	20,692.50

Reinforced Concrete Curb and Gutter	37 Lin.Ft.	5.00	185.00
Concrete "V" Type Gutter	25 Lin.Ft.	6.50	162.50
Concrete Valley Gutter Fillet	2 Each	375.00	750.00
Adjusting Manholes	19 Each	50.00	950.00
Reconstructing Concrete Manholes	1 Each	560.00	560.00
	Subtotal		$345,966.87
	Engineering		46,705.13
	TOTAL		$392,672.00

Length of Roadway - - - - - - - - - - - - - 0.594 mi.
Cost of Roadway Per Mile - - - - - - - - - $661,063.97

Federal Funds (78.16%)	$306,912
State Funds	42,880
County Funds	42,880
TOTAL	$392,672

Group 1 100%

Contract No. 8766

Prefix 320-1014

HARLOW - HADEN BRIDGE RD. - "O" ST.
(Nonparticipating - State Work)

Mailbox Posts	40 Each	35.00	1,400.00

8766

DATE: May 3, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Harlow/Hayden Bridge Road-"Q" Street
FAU 1205 and 1260 (5th Street North)
Lane County
Contract No. 8766

This federal-aid grading and paving project is nearly complete and an increase in the authorization is apparent. It is estimated that the project cost will overrun the authorization by $32,816.68 or 8.3 percent.

Work added to the project increased the contract cost by $16,723 which is $1,088 more than contingency allowance. The added work included payment for anti-strip additive, excavation below elevation shown, three special manholes and an increase in aggregate base.

The major item creating the authorization overrun, however, is increased construction engineering. Delays and rescheduling of work by the contractor resulted in the layout work being performed several times by the survey crew. Also, the contractor worked long hours during the aggregate base and lime treatment operations which resulted in the need for overtime work. The anticipated overrun in engineering is $31,729.

The increase in project cost is eligible for federal participation with the exception of an estimated $8,400 in engineering.

It is recommended that the authorization for this project be increased by $32,816.68 to a new total of $427,180.23.

This matter will be on the Consent Calendar for your May 15 meeting.

WR:mk jh
bc: F. B. Klaboe
C. W. Head
L. W. Rulien
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

8766

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act. | File

DATE: April 5, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-1205(1)

Contract 8766, Work Completed March 26, 1979

Project Harlow/Hayden Br.Rd. @ "Q" St.(Springfield)

Highway FAU 1205 and 1260

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-29-79

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
APR 12 1979
CONSTRUCTION
BRANCH

Richard
Berg
Inloes
Widmer
Gebauer
Church

8766

Form E-372 (Rev. 10-66)

[illegible]— RECEIVED —Richards
—ackmond— APR 18 1979 —Berg
—Hopkins— CONSTRUCTION —Inloes
—Williams— BRANCH —Widmer
—Johnsen— —Gebauer
—Church

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Harlow/Hayden Bridge Road - "Q" Street Date 4 April 1979

Highway FAU 1205 and 1260 (5th Street North) Contract No. 8766

County Lane Kind of Work Grading, Basing and Paving Contractor Benge Paving, Inc.

	Authorized	Estimated	
Contract Amount	347,456.87	345,740.23	
Anticipated Items	-0-	-0-	
Contingency (4½%)	15,635.56	18,440.00	
Engineering	31,271.12	63,000.00	
Credits Liquidated Damages 41 Days @ $100.00/day	-0-	(-)4,100.00 ***	
PROJECT COST	394,363.55	427,180.23	
***Not included in Net Increase	NET INCREASE $	32,816.68	8.3%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Engineering	63,000.00	31,728.88
(U) PA #1 Documentation only - Contractor to provide weighman & weigh memo tickets	-0-	-0-
(U) PA #2-01 Documentation only - Reduction in qty of BI #10 & 11	-0-	-0-
-02 New item, Pea Gravel, 240 tons @ $3.43/ton	825	825.00
(U) PA #3 Special Manholes, 3 ea @ $967.50/ea	2900	2,900.00
(U) PA #4-01 Documentation only - Delete BI #14	-0-	-0-
-02 New item, 1½-0" Aggregate Base, 1201.76 tons @ $6.00/ton	7,210	7,210.00
(U) PA #5 Documentaiton only - Change BI #81 to Class "B" & Class "C" Asphalt Concrete	-0-	-0-
(U) EWO #1 Excavation below grade elevation	2,725	2,725.00
(U) EWO #2 Anti-stripping additive	4,300	4,300.00
(U) EWO #3 Complete grading and paving of County Bikepath	380	380.00
(U) EWO #4 Install special catch basin	100	100.00

Principal reasons for overruns (Continue on reverse side): Engineering was overrun due to the following: The field engineering crew had to be supplied as necessary to cover contractor's work which exceeded specified calendar day count by 41 days. During construction of lime treated subgrade, the survey crew was required on a daily basis for approximately 4 weeks. This (Cont'd)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ellis H [illegible]
Resident Engineer

Confirmed by [illegible]
Division Engineer

Noted by C. B. Jackmond For
Construction or Bridge Engineer

Noted by [illegible] Coulter
Deputy or State Highway Engineer

5/16/79 to Constr.

[illegible]

process was repeatedly delayed even beyond the time required for stage construction due to an unusually rainy August and September. During excavation operations, extra crushed aggregate had to be placed on open grade during the wet weather in order to maintain roadway and keep open to traffic. Extra 3/4" aggregate had to be placed in sub-excavated areas throughout project. These factors created overruns on aggregate material. Due to long hours worked during the basing and lime treated subgrade construction, many unanticipated overtime hours were incurred.

The three (3) special manholes installed under PA #3 had to be installed at utility line crossings to facilitate proper pipe installation and maintain proper pipe grade.

The construction of asphalt concrete extended over a period of 7 months. Due to the contractor's and sub-contractor's other obligations (resulting from rescheduling) and inclement weather, the project was delayed from time to time, and levels had to be rerun and pavement re-marked many times during the paving operations.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8766

Salem, Oregon
May 2, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Harlow/Hayden Bridge Road-
"Q" Street
FAU 1205 & 1260 (5th Street North)
Lane County
Contract No. 8766

This federal-aid grading and paving project is presently being semi-finaled as the contract work was completed March 26. The project cost will overrun that authorized by an estimated $32,816.68 or 8.3 percent.

The aggregate base item was increased and the lime treated base eliminated at the south end of the project at an increased project cost of $6,846. This change was needed to match the existing base material and to eliminate the lime treatment curing time thus reducing traffic problems. Other added work included the cost of anti-stripping additive ($4,300), excavation below elevation shown ($2,725) and special manholes ($2,900).

The major cause of the project overrun, however, is due to increased construction engineering. During construction of the lime treated subgrade, the survey crew was required on a daily basis for approximately four weeks. The operation was repeatedly delayed due to unseasonably rainy weather during August and September, 1978. Also, inclement weather and rescheduling of work by the contractor resulted in levels being rerun and pavement re-marked several times during the paving operation. The construction engineering is estimated to overrun by $31,728.88.

The approval of PCRB is not required and the increased project cost is eligible for federal participation except for an estimated $8,400 in engineering.

A rough draft letter to the Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church

☆ U. S. GOVERNMENT PRINTING OFFICE : [illegible] 985

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Jim Gix and Ellis Jones, OSHD			
DATE OF INSPECTION 3-29-79	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. M-1205(1)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 136 %	WORK COMPLETED 100 %

HARLOW/HAYDEN BRIDGE RD.-KING ST. SECTION
FIFTH ST. NORTH (SPRINGFIELD)
Grading and Paving

Description

Previously a two-lane oil surfaced roadway with unimproved shoulders serviced this location. This project provided for an asphaltic concrete pavement 44' curb-to-curb accommodating two 11' travel lanes and a 12' left turn median with 5' bikeways adjacent to both curbs. 5' concrete sidewalks will be constructed on each side. Considerable utility adjustments were required.

Scope of Inspection

The completed work was reviewed in the field.

Findings

As noted above, the project ran overtime. It is felt the overtime was due primarily to wet conditions in the treated subbase phase. It is expected the Contractor will submit a request for time extension. This matter will be addressed after the State has analyzed said request.

The project appeared to have been constructed in accordance with the contract requirements and, therefore, acceptance is recommended.

RECEIVED
STATE HWY ENG
APR 18 '79
REFER TO
Keasey
FOR

Info	Invs	R/D	D/R	Sign	Act	File

4-18
cy to

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8166

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lane County
125 East 8th Avenue
Eugene, Oregon 97401

Attention of Mr. Alfred Driver
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1865

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Advance Deposit $166,200.00

Itemized Statement: Construction

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$25,000.00	
		To be transferred to the State Highway funds for construction on the Harlow/ Haden Br. Rd. - Q Str. Section FAUS 1205 Agreement No. 6141		$141,200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 166,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8766

9

bc C. T. Keavey
Walt Hart
Robert Church
Jim Kinna
Alfred Shirley
Ellis Jones

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1978

Benge Paving, Inc.
P. O. Box 256
Eugene, OR 97440

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8766 for work on the Harlow-Hayden Bridge Road-"Q" Street Section of FAU 1205 and 1260 (5th Street North) in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

8766

9

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
SAIF
Fran

July 17, 1978

Benge Paving, Inc.
P. O. Box 256
Eugene, OR 97440

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Harlow-Hayden Bridge Road-"Q" Street Section of FAU 1205 and 1260 (5th Street North) in Lane County for the sum of $347,456.87 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration and Lane County and when the sum of $27,600 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8766.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 28, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8766

July 11, 1978

Lane County
125 E 8th Ave.
Eugene, OR 97401

Attn: Alfred Driver
Director of Public Works

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Benge Paving Inc., P.O. Box 252, Eugene, Oregon 97401, for construction on the Harlow/Haden Bridge Road-"Q" Street Section, FAU 1205-1260.

The advance deposit based on the anticipated construction cost of of their bid is as follows:

Bid Items	$347,456.87
4½% Contingencies	15,635.56
9% Engineering	31,271.12
ESTIMATED TOTAL COST	$394,393.56
Maximum Federal Funds	-211,000.00
State's Match Funds	-17,175.00
County's Advance Deposit: or say $166,200.00	$166,218.55

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $166,200.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:cw

bc w/AD#453: Vern Skoog - Please return completed AD#453
when check is returned
Region 3 Federal Aid Engineer

8766

Yellow Lane

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 23, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Ellis Jones
RESIDENT ENGINEER

SUBJECT: Harlow/Hayden Br. Rd.-
Q St. Section
FAU 1205 & 1260 (5th St. N.)
Lane County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9139	00	Mainline, 22' Lt. and Rt.	Profile Grade
	01	Mainline, 22' Lt. and Rt.	Subgrade

PC:ab
Attachment
CC: Paul Cox

8766

June 22, 1978

Lane County
125 E 8th Ave.
Eugene, OR 97401

Attn: Alfred Driver
Director of Public Works

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Benge Paving Inc., P.O. Box 252, Eugene, Oregon 97401, for construction on the Harlow/Haden Bridge Road-"Q" Street Section, FAU 1205-1260.

The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$347,456.87
4½% Contingencies	15,635.56
9% Engineering	31,271.12
ESTIMATED TOTAL COST	$394,393.55

MAximum Fed. Funds -

County's Advance Deposit:
7% of $394,393.55 = $27,605.45 or say $27,600.00

245,352 st.
17,175
227,175

211,000
17,175
228,175
166,218.55
$166,200

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $27,600.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFN:cw

bc w/AD#453: Vern Skoog - Please return completed AD#453
when check is returned
Region 3 Federal Aid Engineer

8766.

8

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
North Cole Street, Clackamas County
Pave
City Street -- 45-foot roadway curb-to-curb

Same as No. 3.

5. Remote Section
Coos Bay-Roseburg Highway, Coos County
Grade, Pave, Structure
Four-foot to 8-foot shoulders are available throughout this section.

Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
Gaylord Road, Coos County
Structure Replacement

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
Black Butte Boulevard, Deschutes County
Pave

Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
Pacific Highway, Douglas County
Roadside Improvement

A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
Middle Fork John Day River Road, Grant County
Grade, Base, Structure

Same as No. 3.

10. Wagontire-Lake County Line
Lakeview-Burns Highway, Harney and Lake Counties
Grade, Pave
Four-foot shoulders provided.

Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
    City Streets, Jackson County
    Grade, Pave
    Twenty-eight-foot roadway curb-to-curb

    Same as No. 3.

12. Shady Cove (Cleveland Street)
    City Street, Jackson County
    Pave
    Four-foot shoulders provided

    Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
    Shasta Way, Klamath County
    Grade, Pave, Structure
    Five-foot sidewalks and 4-foot shoulders provided.

    Same as No. 1.

14. Armitage State Park, Lane County
    Toilet Building

    Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
    5th Street North, Lane County
    Grade, Pave

    Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
    Oregon Coast Highway, Lane County
    Grade, Pave

    A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
    Yachats River Road, Lincoln County
    Pave

    Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
    Albany-Corvallis Highway, Linn County
    Traffic Signals

    Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
    North Santiam Highway, Marion County
    Slope and Rock Protection

    Same as No. 6.

20. Sublimity (West Main Street)
    City Street, Marion County
    Grade, Pave

    Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
    FAP No. OS-2501(1), Morrow County
    Grade, Pave, Structure

    Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
    FAS B-618, Union County
    Structure
    Twenty-eight-foot roadway on structure

    Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
    S.10th Avenue and Golf Course Road, Washington County
    Grade, Pave

    Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8766

Lane

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 8, 1978

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Adrian Olson

Elmer Scofield

Jack Sullivan

SUBJECT: Harlow/Hayden Bridge Road
Q Street Section
Lane County

Please include in the striping and signing plan for the subject project provisions for bicycle lanes. The costs of the bikeway signing and striping should be charged to Group 8.

DES:mc

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 0 8 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Agreement states signing & striping to be done by County.
Discussed w/ Shaffer.
AO.

8766 Springfield

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald R Root

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Hayden Br. Rd - "Q" St. (Springfield)
Highway FAU 1205, N. 5th St.
County Lane Region 3
Type of Work G-P Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No significant problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

8766

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 23, 1978

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Acting Regional Federal-Aid Engineer

SUBJECT: Harlow/Hayden Br. Rd.
to "Q" St. (5th St.)
Lane County

TO: MEMO TO FILE

I discussed subject project this date, May 23, 1978, with Mr. Al Driver, Director, Dept. of Transportation, Lane County. The original project was estimated at $285,000 + but the escalated cost at the time of bidding is now at $482,751.00. Federal matching and state matching funds total $253,850.00 leaving a balance due from Lane County of $228,901.00. Mr. Al Driver indicated this would be no problem and verbally confirmed to proceed with project which is scheduled for contract letting on June 22, 1978.

JA/cao
cc: D.H. Moehring
Dave Jones
Ellis Jones

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 24 1978
M
File: PM FA
LG OP
TAA Zehner
~~Reynolds~~

8766 5-23-78

Section Harlow/Hayden B Rd. - "Q" St. **Progra ing Estimate $**

Highway FAU 1205 & 1260 (5th Street North) **Project Length** 0.59 mile

County Lane **Completion Time**

Kind of Work Grading, Basing & Paving

Prefix 20-8205 **FA Project No.** M-1205(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 425,331 50

Anticipated Additional Items:
Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities
Misc. Permit Fees

$ 0

$ 425,331 50

Contingencies (4-1/2%) 19,139 92
Engineering (%) 38,279 84
SUBTOTAL $
Credit for
Estimated Net Authorization, Construction $ 482,751 26

APPROVED

Road Design Engineer

5-23-78
Jack Ayers will call county for funding ability. (78%)
Jack say Al Driver has co. share of match → LANE CO - $241,996

FED 211,000
STATE 29,755
LANE CO - $241,996

June 22 letting.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 4 May 78

Section Harlow/Hayden Br. Rd. - "Q" St
County Lane
Kind Of Work Grading, Basing & Paving
Length 0.59 mi.
Name Butler - 6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All	Lump Sum	31,500.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,000.00
3	Temporary Signs		Sq. Ft.	680	6.00	4080.00
4	Temporary Barricades		Each	10	100.00	1,000
5	Flagmen "A"		Hour	500	18.00	9,000.00
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	Lump Sum	7,500.00
7	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	5,100.00
8	General Excavation		Cu. Yd.	7,158	4.00	28,632.00
9	Trench Excavation		Cu. Yd.	1,440	6.00	8,640.00
10	3/4"-0 Bedding Material		Ton	460	8.00	3,680.00
11	1 1/2"-0 Crushed Rock Backfill		Ton	1,710	7.50	12,825.00
12	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3000.00
13	Watering		M. Gal.	230	10.00	2,300.00
14	1 1/2"-0 Aggregate Base		Ton	222	10.00	2,220.00
15	3/4"-0 Aggregate Base (Leveling)		Ton	648	10.00	6,480.00
16	Lime Treated Subgrade		Sq. Yd.	15,550	1.00	15,550.00
17	Lime for Treated Subgrade		Ton	120	70.00	8,400.00
18	Class "B" Asphalt Concrete		Ton	8,600	18.00	154,80

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4 May 78

Section Harlow / Hayden Br. Rd. - "Q" St.
County Lane
Kind Of Work Grading, Basing & Paving
Length 3.59 mi.
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	12-inch Culvert Pipe		Lin. Ft.	112	15^{00}	1,680^{00}
20	10-inch Sewer Pipe		Lin. Ft.	297	8^{50}	2,524^{50}
21	18-inch Sewer Pipe		Lin. Ft.	1,311	18^{00}	23,598^{00}
22	3-inch Plastic Drain Pipe		Lin. Ft.	416	5^{00}	2,080^{00}
23	Concrete Manholes		Each	7	1000^{00}	7,000^{00}
24	Concrete Inlets, Type CG-3		Each	11	400^{00}	4,400^{00}
25	Concrete Inlets, Type CG		Each	1	500^{00}	500^{00}
26	Concrete Walks		Sq. Yd.	2,864	12^{00}	34,368^{00}
27	6-inch Concrete Driveways		Sq. Yd.	605	15^{00}	9,075^{00}
28	8-inch Concrete Driveways		Sq. Yd.	16	20^{00}	320^{00}
29	Concrete Curb and Gutter		Lin. Ft.	5518	4^{25}	23,451^{5}
30	Reinforced Concrete Curb and Gutter		Lin. Ft.	37	7^{50}	277^{50}
31	Concrete "V" Type Gutter		Lin. Ft.	25	10^{00}	250^{00}
32	Concrete Valley Gutter Fillet		Each	2	250^{00}	500^{00}
33	Adjusting Manholes		Each	19	150^{00}	2,850^{00}
34	Reconstructing Concrete Manholes		Each	1	750^{00}	750^{00}
35	Mailbox Posts		Each	40	50^{00}	2,000^{00}
	Total					425,331^{5}

8766

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-1205( )
Project Name Hayden Bridge Rd.-"Q" Street (Springfield) Section
North 5th Street 720

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC DE Swan
CT Keasey
R. Trigstad

Signed at Eugene, Oregon, this 19th day of May, 1978

COUNTY OF LANE

Mark Pangborn
MARK PANGBORN

(Acting) GENERAL ADMINISTRATOR

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 5-22/78

APPROVED AS TO FORM
DATE May 17 1978
lane county
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8766

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80284
Project No. M-1205(1)
Harlow/Hayden Br. Rd.-"Q" St. Section
Lane County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 22, 1978.

JLG:tmw

Attachments

cc: A. Shirley, Jr. (Region 3)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID**
DATE SUBMITTED TO W.O.	5-9-78	(PF

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St., Harlow/Hayden Br. Rd. to "Q" St. 21 65	**ADT**	PRESENT 6560	FUTURE 9600 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL.A (74)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME L	
	NAME OF URBAN AREA Eugene 17-31	ROUTE NO. U	FEDERAL 1205 &

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) 6203		"Harlow/Hayden Br. Rd.- "Q" St. Sec."	0.59	285,000	222,700

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.59	285,000	222,700
1	14	PROGRAM APPROVAL DATES 3-8-78			(16) (23)	(24)

4

5

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6560	FUTURE 9600 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80284 (14) (18)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 1205 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Lane CODE 039 (14) (16)

ROUTE NO. U FEDERAL-AID 1205 & 1260 (32) STATE 5th St. (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

	ESTIMATED PROJECT COST BY PHASES				
ILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			
0.59	285,000	222,700	31,150	31,150	ROW-60 min.; Access Control-partial; Parking Restrictions-complete.
0.59	285,000	222,700	31,150	31,150	
	(16) (23)	(24) (33)			

REMARKS

- over -

USCOMM DUSCOMM-DC 48905-P61

Harlow/Hayden Br. Rd.-Q St. Sec.
Project No. M-1205(1)

Existing Facility: Two 10-foot bit. surfaced travel lanes with variable width (1' to 8') shoulders.

Adjacent Sections:
N. End --- Intersection Harlow/Hayden Br. Rd.
S. End --- Intersection "Q" Street.

Project Data: The work consists of grade, drain and high-type pave a 44-foot curbed section accommodating two 11-foot traffic lanes, 12-foot median, 5-foot bikeway adjacent to curbs, 5-foot concrete walk each side and incidental work common to this type of project. Utility adjustment as required.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on June 15, 1977.

FHPM 4-1-2 Requirements:
a) State Clearinghouse---A-95 review exempt under working agreements.
b) Dist. 5 Clearinghouse---A-95 Review satisfied through inclusion of project in L-COG FY '78 TIP/AE.

FHPM 7-7-5 Requirements:
a) Public Hearings---None required under Oregon Action Plan.
b) Loc/Des Approval---Not a factor in development of project.

NOTE:
1) This project is in Congressional District 4.
2) This project is included in L-COG FY '78 TIP/AE.
3) North 300 feet of project is on FAU 1260 but for fiscal convenience this portion is included in this project.

4-21-78

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2ABCD	Details
2E	Temp Protection and Direction of Traffic
2F	Pipe Data.
2G	Summary
3-9 incl.	Plan & Profile
9A, 9B	Plan & Profile ("Q" St.)

Drg. Nos.:

S-12 - Standard Signing Details
2126C - Barricades

Not Included

STATE O

STATE HIGH

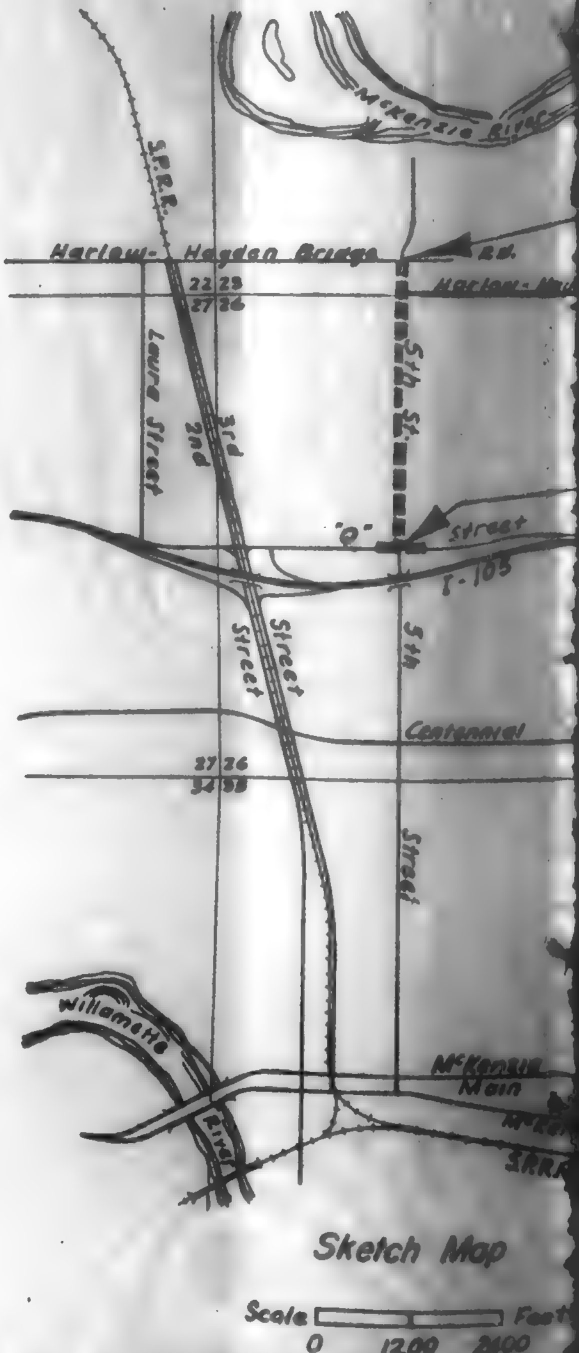
PLANS FOR PR

GRADING, BA

HARLOW/HAYDEN BR

FAU 1205 & 1260 (5t

LANE C



Sketch Map

APPROVED
~~CITY~~ COUNTY OF LANE
BY MAYOR
BY RECORDER
DATE 4-21-78
Al Driver

Hildebrandt

Overall Length of Project 0.59 Miles

HARLOW/HAYDEN BR. RD. ~ Q ST. SEC. FAU 1205 & 1260 (5th STREET NORTH) LANE COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	
10	OREGON			See Index	

FAU

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

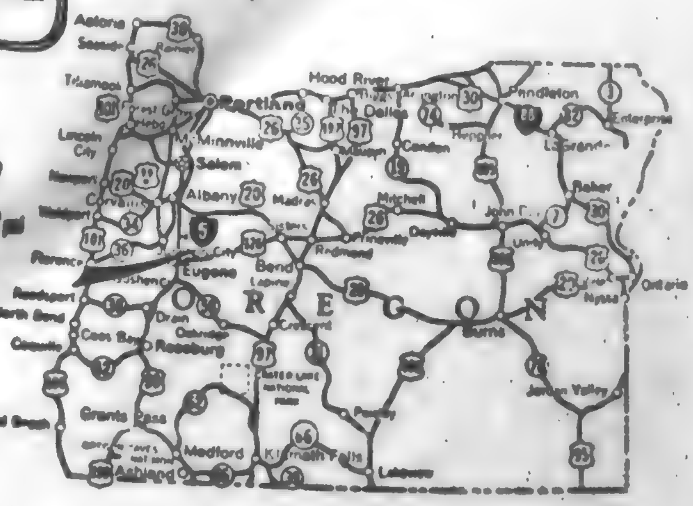
BASING, & PAVING

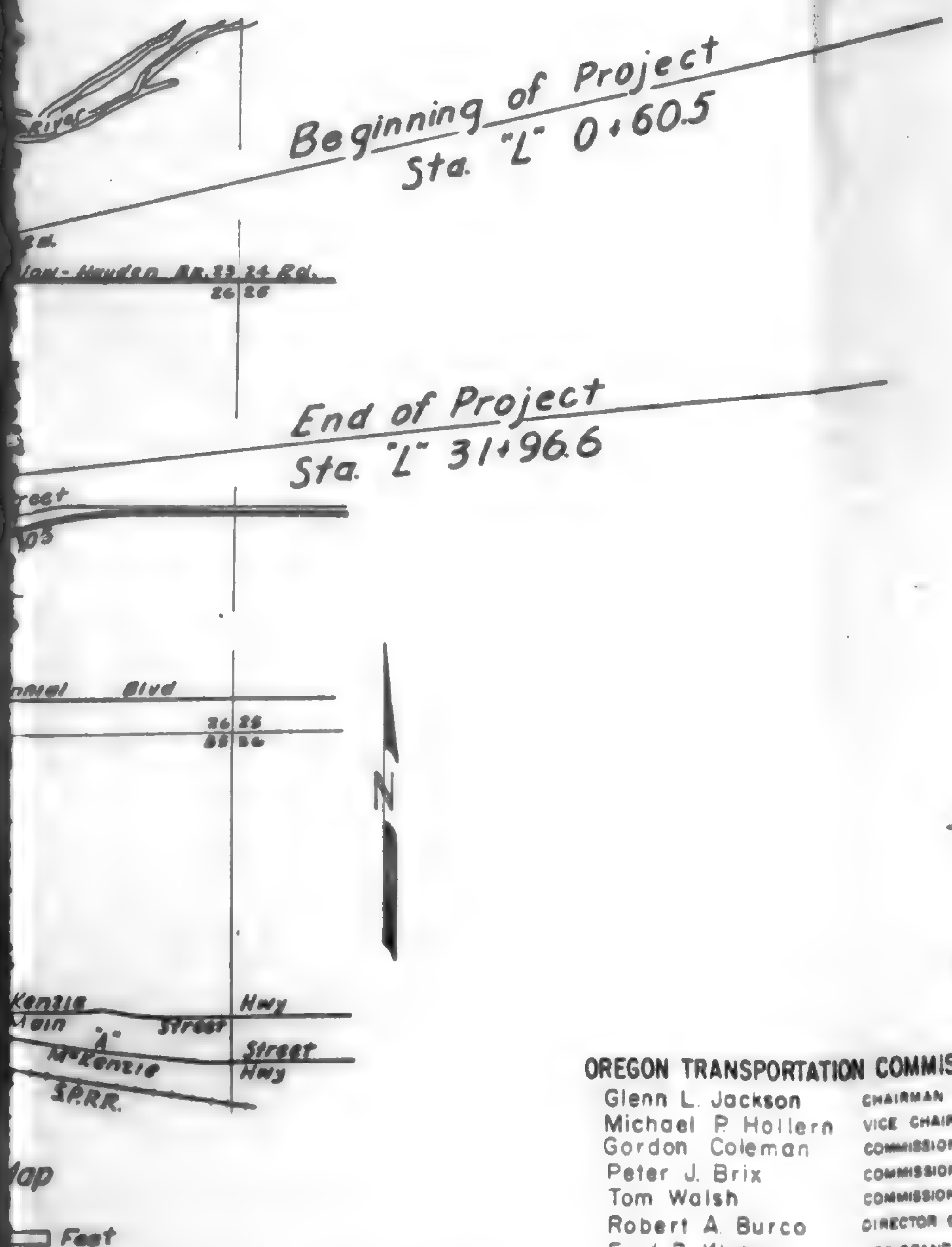
BR. RD. ~ Q ST. SEC.

(5th STREET NORTH)

E COUNTY

PRELIMINARY COPY
APR 11 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT





PRELIMINARY COPY
SUBJECT TO CHANGE

George F. Price

George Price
County Engineer

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ______________________

DISTRICT ENGINEER ______ DATE

8766

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: FAUS

Eugene, Oregon

March 30, 1978

FROM: D. W. Greene
Resident Engineer

SUBJECT: Harlow/Hayden Br. Rd.-Q St. Sec.
(5th St. North)
Lane County

TO: Alfred Shirley, Jr.
Region Engineer

Refer to letter dated 3-10-78 from Duane O. Christensen concerning additions and/or corrections to the plans for the ~~subject~~ project.

Returned herewith copy of plans and a letter from Lane County agreeing to the additions and/or revisions. They also advise that they have sent the requested base data to our Salem office.

DWG:wn
encl.

Copy to
Versteeg
Mohring ✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 4 1978
TAA File: PM FA
LG OP

lane county

March 29, 1978

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Doug Green
Resident Engineer-Eugene

Gentlemen:

Responding to your letter of March 24, 1978 and a letter from Mr. Christensen of March 10, 1978, we advise the following:

We have no objection to the changes you propose as shown in red on the plans you returned.

The required data pertinent to the base design has been mailed by Mr. Jim Jeppesen of Lane County.

Sincerely,

Geo Price

George Price
County Engineer

JS/sm

Enclosures

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

8766

Lane

Salem, Oregon
March 10, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

James J. Gix
Region 3 Construction Engineer

Preliminary Plans
Harlow/Hayden Bridge Rd.-
"Q" Street Section
FAU 1205 & 1260 (5th St. N.)
Lane County

We are returning herewith a copy of the preliminary plans for the subject section. The proposed additions and/or changes are very minor and are shown in red. Since the work will be minor, the mylar plans have been retained in our office and will be changed upon concurrence of the Lane County Engineering Department.

Further, before this project can be contracted an ODOT approved base design with F.H.W.A. concurrence will be required. As of this date Lane County has not supplied the required data to our Soils Section for development of this base design.

WHS:ab
cc: Al Driver
D. H. Moehring
D. W. Greene
Jack Sullivan
W. E. Cole

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8766

2

July 26, 1977

Lane County Board of Commissioners
Courthouse/Public Service Building
Eugene, OR 97401

Attention: Don Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6141

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Hayden Bridge Road-"Q" Street (Springfield) Section of 5th Street, North, FAU 1205.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8766

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

July 7, 1977

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge receipt of check number 43620 dated June 24, 1977, in the amount of $3,700 for the advance deposit for anticipated state force work associated with the two following FAUS projects.

Project No. M-1095( ) the extension of the Northwest Expressway — $2,200

Project No. M-1205( ) for the reconstruction of 5th Street — $1,500

By a copy of this letter, the check is being forwarded to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
V.E. Skoog
Bill Anhorn
John Scofield

PROJECT MANAGEMENT
JUL 8 '77
REFER TO:
Wimer
FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
MILNOR C. HOLMES

8766 8

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Harlow-Hayden Bridge Rd. to Q. St.
5th Street North
Lane County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley
District 5: William Anhorn
Region 3 Geologist: Elliott Parker
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-22-77 Original returned w/Ltr. to Wimer

Approved 6/22/77
Asst. State Hwy. Eng

8766 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 15, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project M-1205(-)
PROJECT ASSESSMENT
Harlow-Hayden Bridge Rd. to "Q" St.
5th St. North, Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 25 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during project development.

William H. Kopp
G. L. Green

cc:
OSHD (Potter)
" (Reg. 3, Englemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

12-64 8766

regon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County, Dept. of Public Works
125 East Eighth Avenue
Eugene, OR 97401

Order No. 3-125

Date June 6, 1977

By: Al Driver

Director
(Official Capacity)

Prefix and account number to which work is to be charged 20-8205

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor field survey, review preliminary plans and specs, and let and award contract for project to reconstruct 5th St. North in Springfield from M.P. 0.00 to M.P. 0.61.

Hayden Bridge - Q Street
FAU 1205

Estimate of Quantities and Cost

Field	$500
Final Design	500
Soils & Geology	200
Specifications	300
	$1,500

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 1,500

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated #6141
☐ Letter to date
☐ Oral request to date

Department Authority:

☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing John SCofield, Resident Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 3 Office, Highway Divisio ~~Department~~

Signed John E. Christopherson
John E. Christopherson, Region Office Engine

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP-F100

C. C. J.H. Versteeg
Gary Potter
Dick Lentz

PL Carstensen
Cliff Laux
C. J. Gregg

8766

8

DATE: May 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests and Project Cancellation

On the Consent Calendar for the May 17 meeting will be a request to cancel a previously approved Urban System Project and eight requests for approval of Urban System projects.

The request for cancellation is for a previously approved project on S.W. 49th Avenue (Multnomah County) and Kerr Road (Clackamas County).

Medford is requesting a $125,000 traffic signal project on Crater Lake Avenue at the Spring Street and McAndrews Road intersections.

A $2,298,000 project to widen and improve a 1.38-mile section of N.W. Front Avenue is being requested by the City of Portland.

The City of Salem is requesting a $32,000 project to signalize the intersection of S.E. 12th Street and S.E. Madrona Avenue.

The request from Woodburn is for a $436,000 project to reconstruct 0.74 mile of East Cleveland Street between Front Street and Pacific Highway West.

Two project requests were submitted by Lane County. One is a $285,000 project on 5th Street in Springfield. The other is a $550,000 project to widen and improve a 2.42-mile section of Northwest Expressway.

Washington County's two project requests are for a $1,522,000 project on S.W. Barnes Road and a $420,000 project on N.W. 185th Avenue.

Federal Aid Urban System Funds for these projects is estimated at $4,327,420 with the State providing approximately $351,790 in match funds and $988,790 being contributed by the local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
E. L. Hardt
John Sheldrake
Alfred Shirley, Jr.
D. N. Harwell
George Bell
[illegible] Klotz

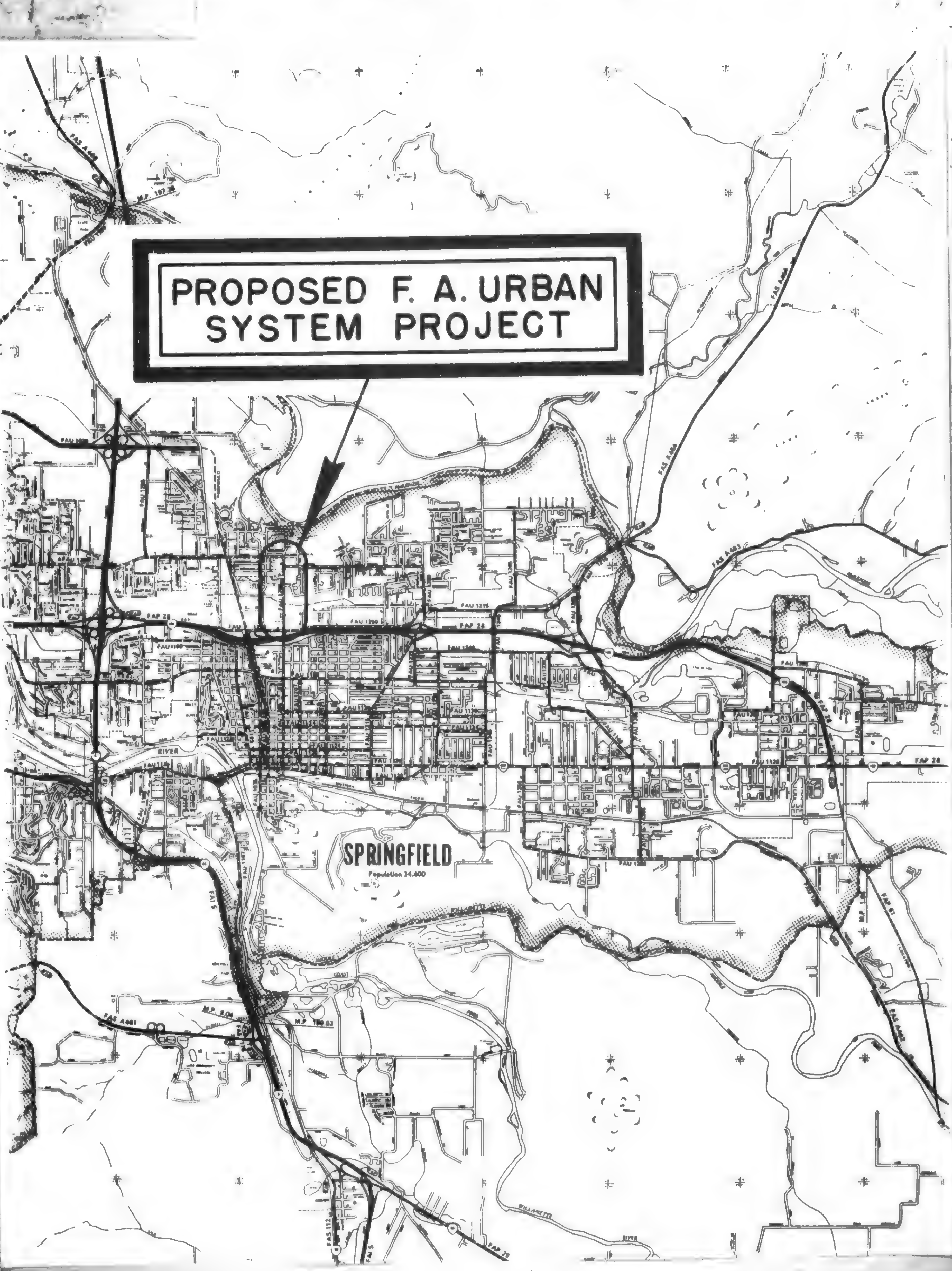
LANE COUNTY
Proposed Urban System Project

Hayden Bridge Road-"Q" Street (Springfield) Section
5th Street, FAU 1205
Grade, Drain, Pave and Signals
0.61 miles
$285,000

This project consists of widening and improving 5th Street to provide two travel lanes, left-turn median, on-street bike lanes and sidewalks.

The preliminary engineering will be performed by County at their sole expense. State will perform the construction engineering as a participating item of the project.

77-d
5/5/77



PROPOSED F. A. URBAN SYSTEM PROJECT

766

Kuleen
5th St.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

Mr. George Capelle
Transportation Planner
Lane County
125 East Eighth
Eugene, OR 97401

April 4, 1977

Dear Mr. Capelle:

This will acknowledge your letter of March 29, 1977, transmitting two FAU project applications and assessments.

The one project, the extension of the Northwest Expressway both to the north and south, poses a design standards problem. I am attaching a page from a January 11, 1977, Federal-Aid Highway Program Manual listing the current design standards manuals. Item No. 5 refers to a standard for non-freeways construction.

On page 12 (also attached), the minimum shoulder width is shown to be 8 feet. Your application calls for a 3' shoulder. This would not be acceptable unless curbs and gutters were specified. Please review this aspect and advise if you wish to amend this facet of your application.

8' ✓ ok

The assessment for this project is being handed to Mr. Eb Engelmann, Region Environmentalist, for further processing.

(continued)

PROJECT MANA[illegible]
APR 6 '77
REFER TO Prange
FOR
[illegible]	Investigate	R/C	Action	File	Letter	See me
			X			

NOTED
[illegible]OR C. HOL[illegible]

The second project, the reconstruction of 5th St. north of "Q" Street, should have 12' lanes. Your application is being forwarded to the Program Management Section with a request that the typical section be reviewed by the Design Section before the Transportation Commission is asked to approve the project.

The assessment for this project is also being handed to Mr. Engelmann for further processing, as was the assessment for the first project.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc L.W. Rulien
Bill Anhorn
John Scofield - These two projects have been assigned to you.
Eb Engelmann

8766

lane county

March 29, 1977

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Enclosed you will find Project Applications and Project Assessments for two Federal-Aid Urban System projects. One is the reconstruction of North 5th Street between Harlow-Hayden Bridge Road and "Q" Street, in Springfield. On July 16, 1976, the Metropolitan Area Transportation Committee approved the use of $211,000 of FAUS funds for this project.

The second project is the completion of the Northwest Expressway between River Road and Prairie Road, north of Eugene. On July 16, 1976, the Metropolitan Area Transportation Committee approved the use of $191,000 of FAUS funds for this endeavor.

Thank you for your assistance in processing and reviewing these documents.

Very truly yours,

George Capelle

George Capelle
Transportation Planner

GCC:gc
Enc.

DEPARTMENT OF TRANSPORTATION / AL DREVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

5,760

FEDERAL AID PROJECT REQUEST

Date March 29, 1977

Applicant Agency Lane County, Oregon

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 1205 Route Name 5th Street North

Project Name 5th St. North - Reconstruction (Harlow-Hayden Bridge Rd. to Q Street)

Project Length 0.61 mile Project Location (Attach sketch map)

Project Description Reconstruction of an urban minor arterial from a 20-ft. wide road with gravel shoulders and open ditches to a 44-ft. wide curbed street with two vehicle travel lanes, continuous center turn lane, bicycle lanes, sidewalks, storm sewers, and signalization at Q Street.

Average Daily Traffic 6560 (1977) Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. AC Travel Lanes two Shoulders variable 1 ft. to 8 ft. gravel

Medians none Parking none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~44~~ 46 ft. AC Travel Lanes two 11 ft. lanes Shoulders none (curbed)

Medians one 12 ft. turn lane Parking none

Curbed concrete curb and gutter Length Curb Radii variable 16 ft. - 25 ft.

Sidewalk/Bikeway two 5 ft. concrete sidewalk behind curb; two ~~5~~ 6 ft. on-street bike lanes

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 60 ft. Maximum 70 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

two-phase fixed-cycle at 5th St. North and Q St.

2. Proposed Signalization:

Location 5th St. North and Q St.

Type fully actuated
Phases three
Type of Suspension mast arm
Interconnected unknown at this time
Remarks Signalization to be designed by Oregon State Highway Division

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Total of ten 7000 lumen mercury vapor lamps located at Harlow-Hayden Bridge Rd., Woodlane, "V," "U," "T," "S," and "Q" Streets.

2. Proposed Illumination:

Location same as above
Type same as above

Remarks illumination is under the jurisdiction of Rainbow Water District, contracting with the Springfield Utility Board.

V. STRUCTURE DATA

1. Existing Structure: none

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: none

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No x

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lane County Transportation Planning Engineer (687-4491) Office
2. Environmental — Lane County Transportation Planning Engineer (687-4491) Office
3. Public Hearing — Lane County Transportation Planning Engineer (687-4491) Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant x State______ Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State x Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No x

If "yes," describe briefly:____________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 235,000
Right-of-way costs (if participating)	-
Traffic control	50,000
Illumination	-
Structures	-
Railroad	-
Other__________	-
Preliminary engineering	-
PROJECT TOTAL	$ 285,000

Remarks____________________

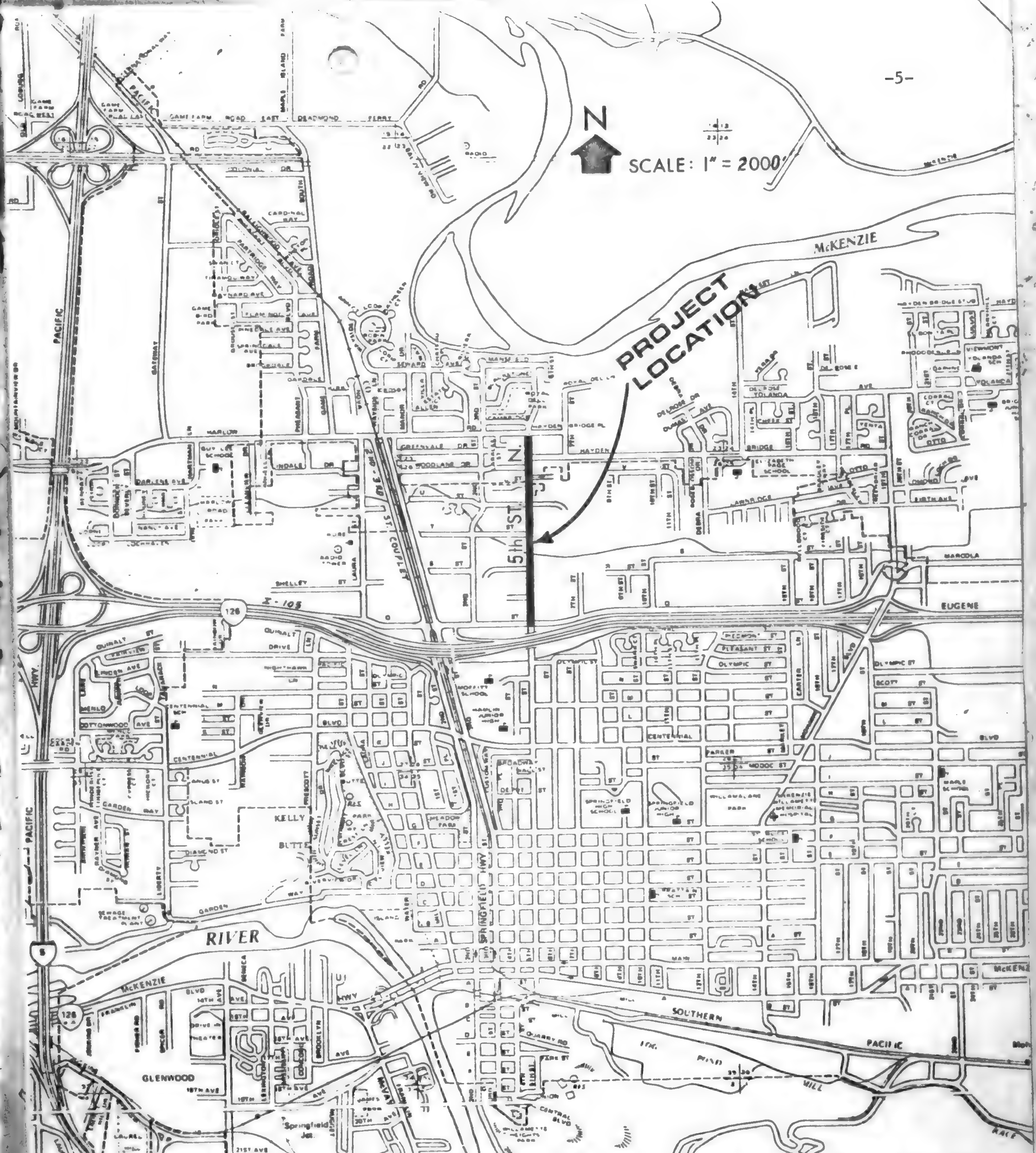
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or LANE COUNTY

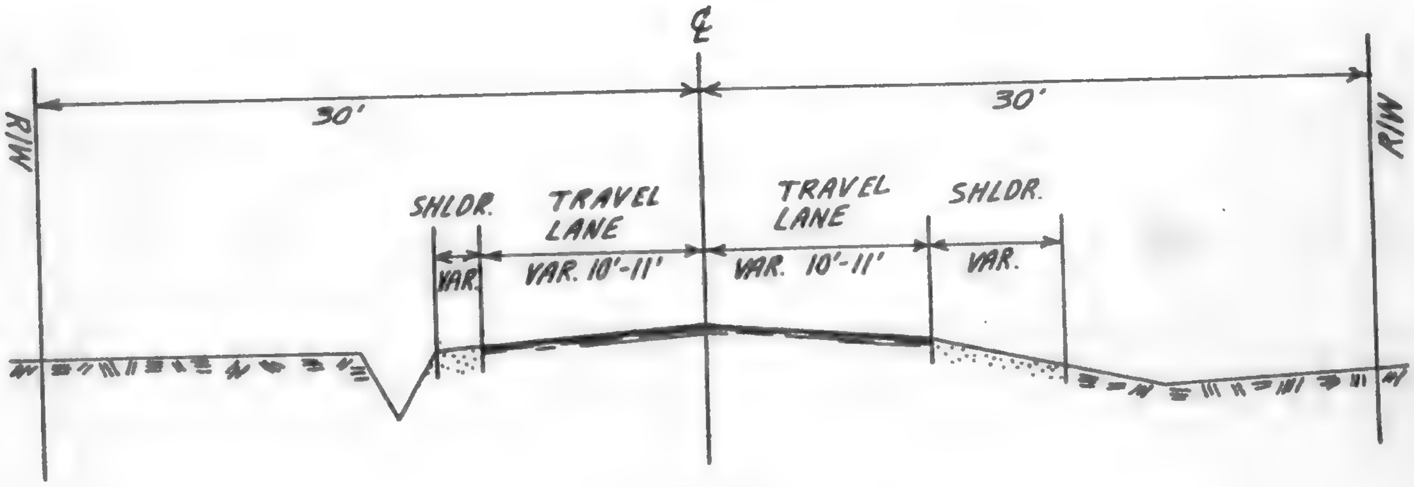
By__________ By Al Driver

By__________ Al Driver, Director

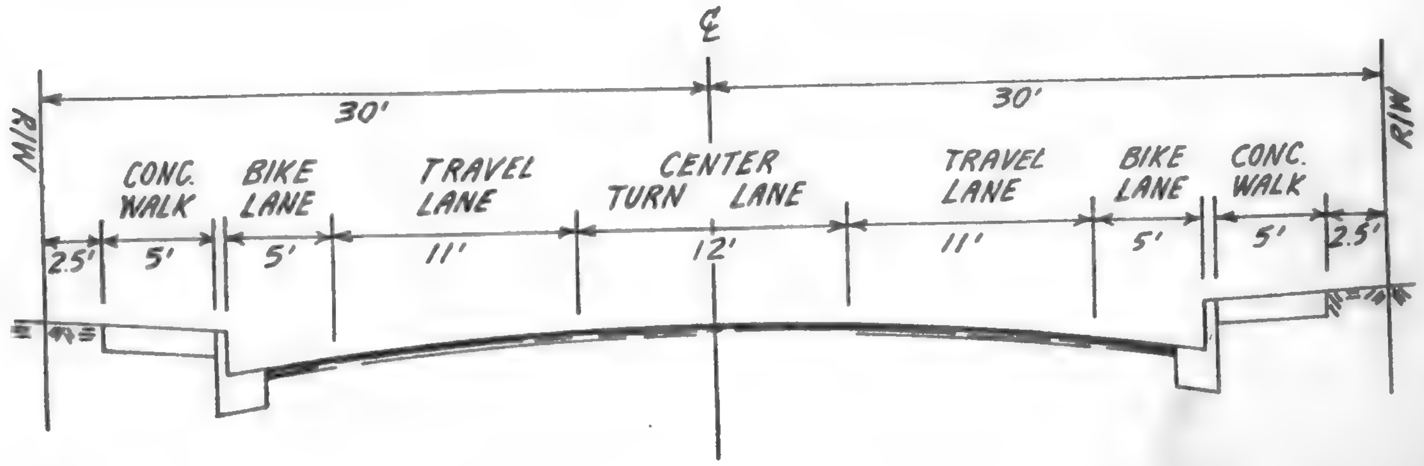
Lane County Dept. of Transportation


N
SCALE: 1" = 2000'
McKENZIE
PROJECT LOCATION
5th ST. N.
PACIFIC
HWY
I-105
126
EUGENE
MARCOLA
HAYDEN BRIDGE RD
GAME FARM ROAD
KELLY BUTTE
RIVER
McKENZIE
HWY
GLENWOOD
SOUTHERN
PACIFIC
MAIN
SPRINGFIELD HWY
Springfield Jct.
99
SPRINGFIELD
Population 34,600

5TH STREET NORTH



EXISTING
TYPICAL SECTION



PROPOSED
TYPICAL SECTION

8767 Agate Beach-NE 20th St 1978
(Newport) Sec. of Oreg Coast Hw
(Grading & paving)

1767

L

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 11-21-80	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. TQF-2-4(4)
COMPLETION DATE 1-3-79	ACCEPTANCE DATE BY CONTRACT AGENCY 2-19-80	TIME ELAPSED 100 %	CONTRACT TIME 140 CWD
APPROVED EXTENSIONS --	LOCATION U.S. 101, 0.73 mi. N. of NCL Newport, S. 2.0 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AGATE BEACH-20th ST. (NEWPORT)
OREGON COAST HWY.
Grading, Drainage, Paving & Safety

This project provided for roadway widening to accommodate a turning median lane, improving intersections and safety work.

The final cost of the project overran the original estimate by 2%.

A final inspection of the completed project was conducted October 31, 1979. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
DEC 19 '80
REFER TO
cy Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12/18/80	TITLE Field Operations Engineer	DATE 12/18/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8767

February 22, 1980

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

COM 5
Contract #8767

Gentlemen:

Contract No. 8767 awarded to R. A. Hatch Company for work on the Agate Beach-Northeast 20th Street (Newport) Section of the Oregon Coast Highway in Lincoln County was completed on January 3, 1979, and accepted by the State Highway Division on February 19, 1980.

The total contract amount is $682,880.87 including $11,676.69 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8161

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.

RECEIVED
STATE HWY ENGR
JAN 18 '80
REFER TO
FOR

Info	Invest	R/O	D/R	Sign	Act	File
						✓

DATE: September 20, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-2-4(4)

Contract 8767, Work Completed January 3, 1979

Project Agate Beach-NE 20th St. (Newport)

Highway Oregon Coast

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date *Oct. 31, 1979*

G. L. Green
Division Administrator

Noted
H. S. COULTER

RDC:mk

cc: H. S. Coulter ✓
✓C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
JAN 17 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Berg
Inloes
Widmer
Gebauer
Church

Form 734-3122

8767 9

9-7-79

REGION 2 ENGINEER
RECEIVED
SEP 0 7 1979
☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

PAGE 1 OF 7 [illegible] OF [illegible]

[illegible] BEACH-N.E. 20th. ST. (NEWPORT)

OREGON COAST HIGHWAY-LINCOLN COUNTY

CONTRACT NO. 8767 T.[illegible].F.-2-4(4)

ITEM	ORIGINAL BUDGET	SEMI-FINAL TOTALS	PERCENT
Contract Bid Items	$744,530.00	$675,018.18	-9
Anticipated Items	27,050.00	11,984.08	-44
Contingencies	34,721.10	36,368.57	+ 0.05
Engineering	69,442.20	158,500.00	+ 3 %
Credit for A.C. Aggregate Specification Change--------		-(1,925.39)	0.0%
Credit for A.C. Mix & Compaction of Non-spec. Material		-(3,385.10)	0.0%
Total Contract Costs ----------	$875,743.30	$876,560.18	+0.09

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson JW
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

XC: Rd. Design
Versteeg
Anderson
I Christensen Dea
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
SEP 1 2 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
SEP 1 1 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

PAGE 2 OF 7 OVERRUNS & UNDERRUNS CONTRACT # [illegible]

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	[illegible]
1-	Mobilization	Lump Sum	100%	100%	0.0%
2-	Temp. Prot. & Direction of Traffic	" "	100%	100%	0.0%
3-	Temporary Signs Fewer signs were required due to the type of work area signing used by the Contractor.	Sq. Ft.	690	552.80	-20%
4-	Temporary Barricades Contractor's method of operations required a lesser number of barricades than originally anticipated.	Each	20	10	-50%
5-	Temporary Plastic Safety Markers	Each	25	25	0.0%
6-	Flagmen Overrun due to the many work areas the Contractor elected to have each day and the length of time required to pave.	Hour	960	1020	+06%
7-	Clearing & Grubbing	Lump Sum	100%	100%	0.0%
8-	Removal of Structures & Obstructions	" "	100%	100%	0.0%
9-	General Excavation Design changes were made in the Typical Section prior to the Project letting reducing the Project Quantity. This reduction was not made in the Bid Quantity creating an underrun.	CU. YD.	12,000	8,762.10	-27%
10-	Trench Excavation The Contractor asked and received permission from Region to place slope drains on top of the existing ground for environmental purposes & Three (3) approach culverts were omitted causing an underrun.	CU. YD.	630	474.91	-25%
11-	Finishing Roadbeds and Slopes	Lump Sum	100%	100%	0.0%
12-	Watering Watering was underrun because the Grading Work was done during the Fall Months and Mother Nature helped with ample amounts of moisture.	M - Gal	250	183	-27%
13-	Coarse Aggregate Base Underrun due to the use of aggregate with a lower specific gravity. Also check Bid Item 9.	Ton	15,400	14,446.415	-06%
14-	3/4"-0 Aggregate Base	Ton	4,400	4,365.655	-01%
15-	Class "B" Asphalt Concrete Aggregates used in the mix design were of a lower specific gravity than that used in calculating bid quantities creating an underrun. Also check Bid Item 9.	Ton	17,500	15,731.345	-10%
16-	Class "B" A.C. Mixture in Levelling Same explanation as for Bid Item 15.	Ton	2,200	1,855.71	-16%

PAGE 3 OF 7 OVERRUNS & UNDERRUNS CONTRACT # [illegible]

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	[illegible]
17-	Asphalt Cement in Mixture Underrun due to less Class "B" A.C. Mixture used.	Ton	1,280	938.33	-27%
18-	Asphalt in Tack Coat New pavement as well as old had to be tack coated in order to adhere adjoining lifts of A.C., Thus creating an ~~underrun.~~ overrun.	Ton	11	20.57	+87%
19-	8-inch Culvert Pipe	Lin Ft.	640	658	+03%
20-	12-inch Culvert Pipe Extra Pipe was required at Guard Rail Flares and caused an overrun of the Item.	Lin Ft.	940	1,048	+09%
21-	Concrete Inlets, Type CG-1	Each	5	5	0.0%
22-	Concrete Inlets, Type G-1	Each	8	8	0.0%
23-	Concrete Inlets, Type G-2	Each	2	2	0.0%
24-	8-inch Drain Pipe Overrun due to an extra 520 ft. of Pipe needed for Sub-Surface drainage on the [illegible] side of the Highway.	Lin. Ft.	2,000	2,548	+27
25-	Fiber Filter Overrun due to extra Fiber Filter Material used as a moisture barrier between Sub-Grade and Aggregate Base in order to obtain compaction.	Sq. Yd.	2,230	2,520.30	+13
26-	Gravel In Drains Overrun due to an additional 520 Lin. Ft. of drainage on the East side of the Highway.	Cu. Yd.	255	324.90	+27
27-	Guard Rail, Type-1	Lin. Ft.	25	25	0.0%
28-	Guard Rail, Type-2A One Guard Rail Run was extended to provide traffic safety.	Lin. Ft.	4,400	4,662.50	+06%
29-	Guard Rail Anchors, Type-1	Each	2	2	0.0%
30-	Guard Rail Anchors, Type-2	Each	18	18	0.0%
31-	Rail End Pieces, Type-A	Each	2	2	0.0%
32-	Rail End Pieces, Type-B	Each	9	9	0.0%
33-	Rail End Pieces, Type-C	Each	2	2	0.0%
34-	Concrete Driveways City of Newport's Concrete Driveway Ordinance requirements differed from the State Plans. Meeting City requirements resulted in overrun of Item.	Sq. Yd.	50	69.28	+39%

OVERRUNS & UNDERRUNS

CONTRACT # 8707

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
35-	Concrete Curbs	Lin. Ft.	2,180	2,148.90	-01%
36-	Extra for Asphalt Approaches The original approach count was in error, thus causing an underrun.	Each	40	27	-07%
37-	Drainage Curbs The plan quantity for length of guardrail runs where drainage curbs were to be installed equal 2900 lineal feet. This is 200 feet less than the drainage curb bid quantity, thus resulting in the listed underrun. (Typical Sect. Sta. = 2,830) and would result in 01% underrun.	Lin. Ft.	3,100	2,798.20	-10%
38-	Delineators	Each	70	70	0.0%
39-	Adjusting Manholes One manhole was not in the widening area and therefore did not need adjusting.	Each	15	14	-07%
40-	Adjusting Inlets One Inlet did not need adjusting because the A.C. was fethered out at the Curb line.	Each	2	1	-50%
41-	Setting Mailbox Posts	Each	6	6	0.0%

PAGE 5 OF 7 OVERRUNS & UNDERRUNS CONTRACT # [illegible]

P.A. ITEM NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT +OR-
1-	On The Job Training Underrun due to the short working season for a roller operator.	Hour	1,000	379	-62%
2-	Document Spec. Change-Adjust Inlets (Documentation Only)				
3-	Document Increased Quantities for Bid Items 22,24 & 26 (Documentation Only)				
4-	Credit for Spec Change of Bid Item # 15 Underrun due to a lower specific gravity of the aggregates used in the asphaltic concrete mix. Also check Item 9.	Ton	8,000	6,876.40	-14%
5-	Document Increase in Quantity of Bid Item # 18 (Documentation Only)				
6-	Credit for AC Mixture and compaction of non-spec material.	Lump Sum	$3,385.10	$3,385.10	0.0%
7-	16.5 Lin Ft. of 12-inch concrete culvert pipe left on hand plus freight.	Lump Sum	$123.51	$123.51	0.0%
8-	Overlay raveled area's with AC	Lump Sum	$1,069.82	$1,069.82	0.0%

PAGE 6 OF 7 OVERRUNS & UNDERRUNS CONTRACT NO. 8707

L.W.O. NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT +OR-
1-	Drainage Ditch	$	$4,000.00	$3,640.49	-09%
2-	18-inch Culvert Pipe Extension	$	$400.00	$396.95	-01%
3-	1-N Repair Sanitary Sewer Line	$	$442.50	$440.85	-0.5%
	1-P Repair Sanitary Sewer Line	$	$442.50	$440.85	-0.5%
4-	Construct Sound Berm	$	$267.00	$265.56	-0.5%
5-	Widen Hilton Hotel Approach	$	$603.79	$597.45	-01%
6-	Re-set Guardrail Posts	$	$1,493.51	$1,486.58	-0.5%
7-	Adjust Manholes in addition to planned 4-inches	$	$1,409.72	$1,404.76	-0.4%
8-	Construct Manhole Retaining Wall	$	$193.60	$196.15	+0.0%
9-	Stabilize and remove concrete chunks from sliver fill	$	$1,554.26	$1,912.98	+023%
10-	Concrete Mix Design Error	$	$899.74	$894.07	0.0%

PAGE 7 OF 7 OVERRUNS & UNDERRUNS CONTRACT NO. #767

S.F.O. NO.	DESCRIPTION	UNIT	ORIGINAL QUALITY	FINAL QUANTITY	PERCENT +OR-
1-	Drainage Correction Final charges are not available at this time.	$	$10,000.00		
2-	Temporary Pavement Striping [illegible]	$	$1,840.00	$3,083.46	+ 167.6%
3-	Permanent Pavement Striping Underrun & overrun percentages not known at this time as charges are not complete.	$	$3,300.00	$3,300.00	0.0%
4-	Repalce Signal Detector Loops Final charges are not available at this time.	$	$1,500.00	$1,336.50	- 11%
5-	Permanent Signing [illegible]	$	$3,600.00	$3,351.66	- 07%
6-	Bikeway Signing [illegible]	$	$650.00	$175.76	- 73%
7-	Roadside Seeding & Mulching Final charges are not available at this time.	$	$1,050.00	$1,050.00	0.0%
8-	P.C.C. Approaches & Stairway [illegible]	$	$3,660.00	$5,016.56	+ 137.1%
9-	Credit Contract for 12"-inch concrete Culvert Pipe left on hand	$	$123.51	$123.51	0.0%
10-	Apply Reclamite to Asphaltic Concrete Surfaces.	$	$7,269.00	$7,269.00	0.0%

8767

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 21-1004

INTER-OFFICE CORRESPONDENCE

July 12, 1979

Salem, Oregon

ORIGINAL SIGNED BY
T. W. LITCHFIELD

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: FILE

SUBJECT: Corrective Work on Finished Paved Surface
Agate Beach-NE 20th St. (Newport) Section
Oregon Coast Highway
Lincoln County
Contract No. 8767

On Thursday, June 21, 1979, a meeting was held in my office with Robert and Richard Hatch of R. A. Hatch Company, contractor, and Robert Wienert of Road and Driveway, subcontractor, and Chuck Elroy, Resident Engineer, to discuss the corrective work necessary on the finished paved surface of the above captioned project.

As agreed with the Construction Section and the Federal Highway Administration, I proposed four methods that could be used to resolve the problem of the non-specification riding quality of this project:

1) The contractor accept a monetary penalty of approximately $12,000, as estimated by Chuck Elroy.

2) The contractor patch the non-specification areas to our satisfaction at his expense.

3) The contractor grind the non-specification areas to our satisfaction at his expense.

4) The contractor suggest another way of correcting the non-specification areas to our satisfaction.

Inasmuch as there was considerable question regarding the quality of the asphalt cement used in this project, as shown by the tests of samples for the project performed in the Laramie, Wyoming, laboratories, the contractor and State agreed that any non-specification areas which were determined to be caused by raveling of the mixture would be repaired at the expense of the State, since the contractor had no control over the quality of the asphalt delivered to his plant.

On Monday, July 2, 1979, George Hopkins, Chuck Reeves, and I met with Bob Wienert and Mike Huddleston of the Asphalt Paving Association and inspected the project. It was agreed that the portions of the project which were caused by raveling were the two ends of the project where the paving was feathered into

H. S. COULTER

the existing surface in the vicinity of stations 910 and 1003, and at the south end of the project along the curbline on the west side of the highway between approximate stations 999 and 1007. Mr. Wienert agreed to use a Class C mix with sufficient fines to properly feather the patches. He agreed to place this material at his unit price for Class B asphalt concrete mixture of $14 per ton. His bid price for asphalt cement in mixture is $90 per ton, and the price for asphalt in tack coat is $115 per ton. All of the rest of the irregular pavement throughout the entire job will be patched at the contractor's expense in the same manner. The State will have an inspection crew on site to accept each patch when complete by testing with a straight-edge. Mr. Elroy is preparing a Price Agreement to cover the portions of the patching for which the State has agreed to pay. It is planned this work will be performed on July 16, 1979.

After the project is patched to our satisfaction, we intend to apply Reclamite to the entire project, as recommended in Jim Wilson's letter to Mr. Fredrickson dated June 18, 1979, a copy of which is attached. This will be accomplished through either a State Force Order or a Price Agreement, and participation from the Federal Highway Administration will be sought.

TWL/gl
attachment
cc: G. L. Green, FHWA
H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. C. Jenkins
C. T. Keasey
H. C. Johnson
C. W. Elroy

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8767

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

June 18, 1979

FILE:

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEWilson
Asst. Engineer of Materials

SUBJECT: Reclamite Test Sections,
Agate Beach-N.E. 20th St.,
Cont. #8767

TO: C. O. Fredrickson
Regional Engineer

On June 5, three test areas of pavement on the Agate Beach (Newport) project were treated with Reclamite by Neal Arnston (Albina Fuel Co.), Chuck Reeves, Don Jordan and Jim Wilson. The tests indicate that satisfactory penetration of the surfacing is obtained for 0.15 gallon per square yard application.

The first application area with 14.7% voids was at Station 986+50 northbound. The application rate was 0.1 and 0.2 gallon per squard yard for the two test rings and 0.15 gallon per square yard for a two foot wide strip across the panel. A second trial was made at Station 934 in the left turn refuge paving with 16.1% voids. The application rate was 0.15 gallon per square yard in the strip across the panel. The third application area was at Station 961+50 southbound with 14.4% voids, and application rates were 0.1 and 0.2 gallon per square yard.

Based on the Reclamite test applications and tests made earlier on pavement cores, it is recommended that the surfacing be treated with Reclamite after grinding to correct surface tolerance deficiencies. The application will provide an in-depth seal of the surfacing and improve asphalt chemistry, wear resistance and pavement durability.

JEW:gs

cc: C. T. Keasey
E. S. Hunter
C. Elroy

RECEIVED
TECHNICAL SERVICES
JUN 19 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8767

9

Salem, Oregon
May 18, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Agate Beach-NE 20th (Newport)
Oregon Coast Highway
Lincoln County

Charles W. Elroy
Resident Engineer

This is to acknowledge the receipt of your as constructed narrative report. Some of your concerns on construction problems can be helped in the preparation of the plans.

Staging and temporary protection and direction of traffic plans are being included in the plans in more detail. Requiring signs, traffic control devices, etc., to be in good condition, cleaning and maintaining them has been a problem.

Items referring to the special provisions have been referred to the Specifications Unit.

RECEIVED
MAY 18 1979
ROAD DESIGN
SECTION

Sullivan
Torpin
Trout
Wakerlig
Return To
Bring ___/___/___
Action

LKW:ab
cc: C. T. Keasey
C. O. Fredrickson
Jack Sullivan

OREGON STATE HIGHWAY DIVISION

RESIDENT ENGINEER'S NARRATIVE REPORT

OF THE

AGATE BEACH - NE 20TH ST (NEWPORT) SECTION

LOCATED IN

LINCOLN COUNTY

CONTRACT NO. 8767

CONTRACTOR: [illegible] HATCH CO.

RESIDENT ENGINEER: CHARLES [illegible]

Page 1 of [illegible]

REFERRED TO
Beard Stoudenmeyer
Cole ✓ Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Please prepare letter of
acknowledgement Doc

Versteeg
Anderson
/ Christensen Doc
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
APR 20 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Introduction

The Agate Beach-NE 20th St. Section of the Oregon Coast Highway No. 9 is a "Federal-aid Primary Highway Project" lying in Lincoln County with it's Northerly terminus at M.P. 137.43 (In Agate Beach) and the Southerly terminus at M.P. 139.30 which point is 198 feet North of the intersection of N.E. 20th Street and the Oregon Coast Highway in Newport. Total length of the project being 1.87 Miles.

Two location survey's were made of this general area. Once in 1973 and again in 1977. The 1973 survey was quite extensive, allowing for four lanes of traffic and requiring the aquisition of more right of way.

Funds being at a minimum, the Department of Transportation Commission, on March 15, 1977 approved a second location (Operational Preservation Project), to overlay and widen the present roadway, but within the right of way limits. Funding for the location and construction work was to be made from Transition Quarter Funds with anticipation of construction starting in fiscal year 1978.

On June 22, 1978, after the required advertisement period, bids were received in the State Transportation Building for construction of this project. Acceptable low bidder was R. A. Hatch Co., of Bend, Oregon in the amount of $744,530.00. Work commenced August 2, 1978 and was completed January 3, 1979.

Protection and Direction of Traffic:

The travelling public was directed and protected by the use of the following:

1- Temporary Signs
2- Temporary Barricades
3- Temporary Plastic Safety Markers
4- Flag-persons

Listed below are the problems encountered while using and maintaining the above listed items:

1- Most of the temporary signs furnished by the contractor at the beginning of the contract , were dirty, beat up and used beyond their usefullness as a directional and protective instrument. Specification Signing was obtained and installed only when the contractor was informed that his contract operations would be shut down if he didn't comply. The contractors low price per square foot of signing was the main reason for lack of cooperation in installing and maintaining this Item.

2- Getting the contractor to move the temporary Barricades to the various work area's and sand bagging them for stability were the main problems of this Item.

3- Temporary Plastic Pavement markers and cones delivered to the job site were covered with road oils and asphalt cement which had to be cleaned. Several new replacement markers and cones had to be obtained before contract specifications could be met. Contractor loss was quite extensive due to vandalism and traffic destruction. Plastic Safety Markers should have a lower center of gravity for stability.

4- More Flag-persons and flagging hours were used than originally anticipated because of the many work areas the contractor and his subs had in operation at one time. Because of the necessity of traffic control for these various operations the bid item hours overran by 6 percent.

Roadwork

Roadwork comprised of the following items:

1- Clearing & Grubbing
2- General Excavation
3- Trench Excavation
4- Finishing Road-bed and Slopes
5- Watering
6- Coarse Aggregate Base
7- 3/4 - 0 Aggregate Base
8- Class "B" Asphalt Concrete Mixture
9- Class "B" Asphalt Concrete Mix In leveling
10- Asphalt Cement in Mixture
11- Asphalt in Tack Coat
12- 8-inch Culvert Pipe
13- 12-inch Culvert Pipe
14- Concrete Inlets, Type CG-1
15- Concrete Inlets, Type G-1
16- Concrete Inlets, Type G-2
17- 8-inch Drain Pipe
18- Fiber Filter
19- Gravel in Drains
20- Guard Rail, Type 1
21- Guard Rail, Type 2A
22- Guard Rail Anchors, Type 1
23- Guard Rail Anchors, Type 2
24- Rail End Pieces, Type A
25- Rail End Pieces, Type B
26- Rail End Pieces, Type C
27- Concrete Driveways
28- Concrete Curbs
29- Extra for Asphalt approaches
30- Drainage Curbs
31- Delineators
32- Adjusting Manholes
33- Adjusting Inlets
34- Setting Mailbox Posts

Roadway construction problems(Contractural, Engineering and Design)encountered on this project are listed below.

General Excavation:

The excavated materials removed from the highway widening was in most cases better sub grade material and had more density than the accepted sub grade elevation material.

From "Wade Way" to the end of the project, on the West side of the highway the contractor was unable to obtain the required compaction due to encountering soft and wet sub grade material. Rather than sub-excavate (which was hampered by the City of Newports Sanitary Sewer and Water lines) the State granted permission to try and bridge the soft areas by applying coarse aggregate base without processing and compacting the first lift. A test area using remnant pieces of Fiber Filter material and coarse aggregate base was also used to try and bridge the soft sub-grade. In both of the above cases, Specified Compaction was achieved on top of the coarse aggregate base.

Trench Excavation:

Trench excavation through the cut areas proved to be quite difficult and slow due to the hardness of the Sand Stone material encountered. Surface water through the cut from Station 972+38 Lt to 977+58 Lt required an extra 520 lineal feet of drainage which includes the following:

1- Trench Excavation (EWO No.1)
2- 8-inch Drain Pipe (Bid Item Overrun)
3- Gravel in Drains (Bid Item Overrun)

Finishing Roadbed and Slopes:

The Contractor was asked to submit a price (through his Sub-Contractor, Hopsing Construction Company) to riprap the toe of the fill across Lucky Gap Creek Box Culvert (Station 927+00 Lt thru 927+75 Lt) in order to construct a sliver fill. In lieu of installing riprap at the toe of the slope under a price agreement, the Contractor suggested that he be allowed to use the concrete curbs which were required to be removed in the Island area from Station 916+35 thru 926+00 at no cost to the State. In order to expedite the contract completion the Contractor was allowed to go ahead as stated. The day construction of the sliver fill was made, no notification was given to the Inspector on the project or myself. I was notified by my inspector late in the day that the fill had been made without the following.

1- Full Clearing and Grubbing
2- No concrete curb rubble placed at the toe of the slope for fill retention as agreed upon. Concrete rubble was placed within the fill and on the sides of the fill slope but with very little toe of the slope retention. Because of the lateness of the season and to expedite completion in 1978, Region allowed the fill to remain as constructed with the exception of removing the curb rubble from the face of the Slope and cleaning out the creek channel.

Coarse Aggregate Base:

Yaquina Head Quarries, Inc. of Agate Beach, were suppliers of this item to the Contractor. The first notification of any crushing of materials for the contract being done was when one of the owners of Yaquina Head Quarries brought us a sample to be checked for gradation. At this time we found that crushing was over fifty percent complete. The Suppliers choice of Aggregate Base size was 1½ inch - 0. The samples furnished by the Supplier for the State to check for gradation passed but when State Personnel took samples from the stockpile all samples failed.

We found by talking to the supplier, that when he took his samples he selected shovels full from random places all over the stockpile instead of a true cross-sectional sample. The Supplier also knew what was needed to make a passing sample because he was running gradation tests on his own. Region was notified of the large amount of non-specification material in the 1½"-0 stockpile that the Contractor said he was going to use. After much consideration, the State told the Contractor that he could use the stockpiled aggregates providing that after roadway processing and before rolling, that the material meet gradation specifications. If aggregates do not meet specifications, necessary blending and processing of appropriate size aggregates will be made by the Contractor(at no extra cost to the State) until specifications are met.

It is my recommendation on future contracts, that the State deny the Contractor permission to blend non-specification material on the roadway. This will hold down engineering costs as well as animosity between the Contractor and the State.

No problems were incurred during the crushing or placement of the 3/4"-0 aggregate Base.

Class "B" Asphaltic Concrete:

All of the Asphalt items on this project were sub-contracted to Road & Driveway Company of Newport.

Listed below, are the problems encountered during the placement of the asphalt mixture:

1- Aggregate gradation. (Corrected by plant shut down and a price agreement.)
2- Liquid Asphalt Percentage. (Asphalt content varied with fineness of aggregates and poor plant guage control.)
3- Cold Weather - (Final lift of pavement was put down under winter conditions but in accordance to the Standard Specifications.)
4- Compaction. (Low compaction was remedied by using more rollers. Undulation of finish pavement lift due to excessive roller speed.)
5- Non workable after placement. (Cool temperatures, poor grade of liquid asphalt and not enough liquid asphalt in the mix.)

Asphalt in Tack Coat: Asphalt in the tack coat was overrun because of it's need to bond between new lifts of A.C. as well as between old and new asphalt surfaces.

8 & 12-inch Culvert Pipe: The contractor through permission from Region, was allowed to install 8 & 12- inch culvert pipe down the fill slopes on top of the ground due to environmental and esthetic purposes. The method of installation also cut down the amount of clearing and grubbing and the amount of trench excavation.

Guard Rail, Type 2A: The Contractor elected to set his Guard Rail Posts before any of his Sub-Contractors paving operations and this created the following problems:

1- Sub-Contractor was unable to compact the A.C. lifts next to the posts.
2- This made a wavy condition for the drainage curbs to rest on and therefore carried through to the top of the Curbs.
3- This un-compacted condition left high and low areas on the shoulder of the highway creating bird-baths in the drainage route to the catch inlets.

4- Guardrail adjustment became necessary due to this undulation.

In view of the above, it is my opinion that the Standard Specifications and Special Provisions should state that the Contractor can not install Guardrail Posts until pavement has been laid.

Construction Criticism

The following statements are field engineering opinions and are in no way meant to discredit or defame designers and spec writers but to better communicate field theories with those of the Final Design Unit.

1- Hind sight being more helpful than foresight, it would have been most helpful if this contract had been set up on a stage construction basis. This would give the engineer better control over Gung-ho contractors that like to have many and varied operations going on at the same time. Direction and Protection of traffic becomes harder to control and the costs for Signing, Barricades, Cones, Traffic Safety Markers and Flagmen are increased.

2- The Typical Section showing changes in depth of the A.C. in the shoulder area proved to be hard to construct, time consuming (surveying wise) and costly (monetary & cooperative wise) to the contractor and the State.

3- When supplementing, modifying and/or deleting Standard Specifications, try not to delete the controls the State has over the Contractor in manufacturing and placing Asphaltic Concrete Mixtures.

4- Specify in the Special Provisions that the Contractor shall furnish a stake hop. This is not covered directly in the Standard Specifications.

5- Delete the requirement of furnishing flashing amber lights on "Portable" Road Construction Ahead signs in work zones that keep being moved throughout the project. These signs are only used during daylight hours. It is my opinion that highrise flagging in conjunction with the signs would draw the attention of the traveling motorist more so than battery operated flashers.

6- When using Portland Cement Concrete for drainage curbs under the heading "Structural Concrete" in the Special Provisions and Supplemental Standard Specifications, do not delete the strength factor. Without this Strength Requirement the Contractor dosen't have to worry about the Drainage Curbs' condition as long as it has been vibrated, adheres together and meets grade tolerances.

7- When the plans have a drawing a "Manhole Adjustment Detail", it should show a lowering detail as well as the build up detail.

8- The grade tolerances for "Drainage Curbs" should also apply to "Portland Cement Concrete Curbs and Islands".

9- A thorough research should be made into the various grades of Liquid asphalt used in making Asphaltic Concrete. This research should also include the following:
    1- The use of a higher standard for viscosity testing.
    2- The use of a higher percentage of liquid asphalt in the A.C. Mix designs for the Coastal areas.
    3- Stricter control of liquid asphalt temperatures, prior to shipping to the suppliers from the Oil Companies.

10- Insert into the Standard Specifications and/or Special Provisions that after the end of October, no further placement of wearing course Asphaltic Concrete be allowed.

This will probably increase the asphaltic prices but we would be more assured of receiving a smoother and longer lasting product.

11- Engineering monies needed to set Bench Marks and Monument the Right of Way Line should be an anticipated item, as this is alway's an extra expense that is not allowed for under the Contract Engineering.

Overruns

Overruns on this project were held in most part, to drainage items, flagging hours and engineering. Extra flagging hours and Engineering costs were due to the method of operations the Contractor used in obtaining the finished product. Engineering assistance was needed and obtained from the valley crews to keep from holding up the contractor's operations. These crews received per-diem and overtime pay as well as their regular wages.

Unanticipated Items

State Force Orders were written for the following:

1- Furnish and install manholes to fill in a deep unsafe ditch along the West side of the Highway.

2- Construct concrete stairway from the Easterly side of the existing 10'X 10' Box Culvert at Station 978+30 to the top of the East embankment to allow ingress and egress.

Claims

The contractor has several claims in the nature of Extra Work Orders that are being reviewed by this office and Region before any allowance to the contractor is made. The contractor also anticipates making a claim for General Excavation due to the Item underruning 27 percent. This Item was down scoped in design without changing the quantities.

General

The Contractor and Sub-Contractors were able to complete the contract on time but the Project quality suffered from all the rushing. The State received the following poor workmanship from the Contractor:

1- Rough Pavement Ride.
2- Vertical and Horizontal guardrail alignment.
3- Undulated drainage curbs.
4- Vertical and Horizontal alignment of Portland Cement Concrete Curbs.

Of the above, the contractor has been notified to [illegible] corrective measures of smoothing out the asphaltic concrete wearing course and the re-alignment of all guardrail runs. There is no way to make corrections in the curb alignment without paying the contractor for removing and re-placing due to the wording of the Spec. Provisions and Supplemental Standard Specifications.

Workmanship was quite poor due to the lateness in the year that the contractor started operations. (Haste makes waste)

Cooperation between R.A. Hatch Co. and the State was bad from beginning to end and more than the usual amount of engineering errors were made due to the contractors constant harrassment of the crews.

The contract materials (tested and incorporated) meet the Standard Specifications for quality but does not necessarily meet the eye pleasing values that come from a job well done.

Thank you for the time taken to review this report and I hope something of constructive value can be derived from it's contents.

Charles W. Elroy
Charles W. Elroy
Resident Engineer

8767

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Agate Beach-N.E. 20th. St. (Newport)

WEEK ENDING: 7 Apr 79

SECTION PREFIX: 21-1004-900

HIGHWAY: Oregon Coast

COUNTY: Lincoln

KIND OF WORK: Grading and Paving

NAME OF JOB: Agate Beach- N.E. 20th. St.(Newport)

CONTRACTOR: R. A. Hatch Company

CONTRACT NUMBER: 8767

FEDERAL AID PROJECT NUMBER: TQF-2-4(4)

DATE OF CONTRACT: 26-June 78

DATE WORK STARTED: 1 August 78

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS: 140

WORK DAYS USED: 130

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $875,743.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Cost=88% Work = 100%

EXCLUSIVE OF ENGINEERING: $806,301.10

ENGINEERING AUTHORIZATION: $69,442.20

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Cost= 97% Work= 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $705,637.

ENGINEERING COST TO DATE: $136,267.

DATE PROJECT WAS COMPLETED: 3 January 79

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 196 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.87	1.87			1.87
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.87	1.87			1.87
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,000	19,800			19,700
TOTAL QUANTITIES CORRECTED TO DATE	8,762	18,812			17,585
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,762	18,812			17,585
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

-NONE-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

April-1979		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	SHOWERS			
MONDAY	2	"			
TUESDAY	3	"			
WEDNESDAY	4	SCATTERED CLOUDS			
THURSDAY	5	AM-CLEAR-PM-FOG			
FRIDAY	6	RAIN			
SATURDAY	7				

RECEIVED
APR 9 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

April 1979 SUNDAY 1	No Activity
MONDAY 2	No Activity
TUESDAY 3	No Activity
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	

REMARKS

Semi-Final delivered to Region 2 Office April 5, 1979 for processing.

SIGNED Charles W. Elsey LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8767

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A OR AUTHORIZATION

3-30-79

FEDERAL AID PROJECT NO: TQF-2-4(4)

STATE ECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check): ☐

PROGRAM NO.:

ITEM NO.: 70139

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-31-78	3-12-79	Primary 2	Primary 9

GENERAL LOCATION:

Agate Beach - N.E. 20th St. (Newport)

GENERAL DESCRIPTION OF WORK:

Furnish and Install Drainage Materials

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 12, 1979, as requested in Mr. Keasey's letter of March 22, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $10,000 - Federal Funds $8,580.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-30-79	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8767 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-27-79

FEDERAL AID PROJECT NO.
TQF-2-4(4)

STATE PROJECT NO.
See below

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
70139

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG'R
MAR 30 '79
REFER TO,
[illegible]
FOR

DATE PS & E APPROVED
5-31-78

DATE AUTHORIZATION EFFECTIVE
2-14-79

FEDERAL ROUTE NUMBER
Primary 2

STATE ROUTE NUMBER
Primary 9

GENERAL LOCATION:
Agate Beach - NE. 20th St. (Newport) Section

GENERAL DESCRIPTION OF WORK:
Furnish labor, materials, and equipment to construct PCC approaches and stairway, Sta 978+30 Lt.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of February 14, 1979, as requested in Mr. Keasey's letter of March 13, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for TEC NTE $3,660 - Federal Funds $3,139.

DATE
3-27-79

SIGNATURE OF APPROVING OFFICIAL

TITLE
for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8

8767

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

SUBJECT: Construction Engineering Costs

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENG'S
MAR -7'79
REFER TO

FOR

Info	Instr	P/D	O/R	Sign	Act	File

8767

January 12, 1979

Yaquina Head Quarries
Box 624
Newport, OR 97365

Attention: Robert G. Wienert
President

Gentlemen:

Mr. Charles Elroy, Highway Division Resident Engineer, has forwarded to us your letter of December 14, 1978, indicating that you have money due in the amount of $27,633.05 on Job 8767.

This appears to be in connection with the R. A. Hatch Co. Contract No. 8767, Agate Beach-N.E. 20th St. (Newport) Section of the Oregon Coast Highway in Lincoln County.

The Employers Mutual Liability Insurance Company of Wisconsin furnished the bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:khr
cc: Employers Mutual Liability
Ins. Co. of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

(NOTE: On cc copies of the claim letter, Mr. Elroy's statement was omitted.)

bc: Charles Elroy
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CRUSHED ROCK
PIT RUN
RIPRAP

YAQUINA HEAD QUARRIES
Box 624
NEWPORT, OREGON

TELEPHONE
NEWPORT
265-7012

REGION 2 ENGINEER
RECEIVED
DEC 18 1978
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

December 14, 1978

Oregon State Highway
Charles Elroy
Resident Engineer
Box 37
Newport, Oregon

Job 8767
Agate Beach-N.E. 20th St.
Newport, Oregon

Dear Mr. Elroy:

The amount owing the Yaquina Head Quarries, to date, is $75,768.57, on which one payment of $48,115.52 has been made, leaving a balance of $27,653.05.

Yours truly,

Robert G. Wienert

Robert G. Wienert
President

RGW/lf

Contract Payments:
Sub-Contractor, Road & Driveway Co, feels that the contractor is treating them unfairly by not paying their bills when they have been paid by the state on the monthly cost estimate.

Charles W. Elroy
Charles W. Elroy
Resident Engineer

NOTED
C. W. HEAD

8767
5317

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

FILED
JAN 15 1979
NORMA PAULUS
SECRETARY OF STATE

Road & Driveway Co.
Box 730
Newport, OR 97365

Attention: Robert G. Wienert
President

RECEIVED
JAN 15 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter of December 14, 1978, addressed to Mr. Charles Elroy, Highway Division Resident Engineer, advising that R. A. Hatch Co. owes you $140,761.68.

This appears to be in reference to the R. A. Hatch Co. Contract No. 8767, Agate Beach-N.E. 20th Street (Newport) Section of the Oregon Coast Highway in Lincoln County.

Employers Mutual Liability Insurance Company of Wisconsin furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

ED G
1-17-79 dda

CWH:kkr

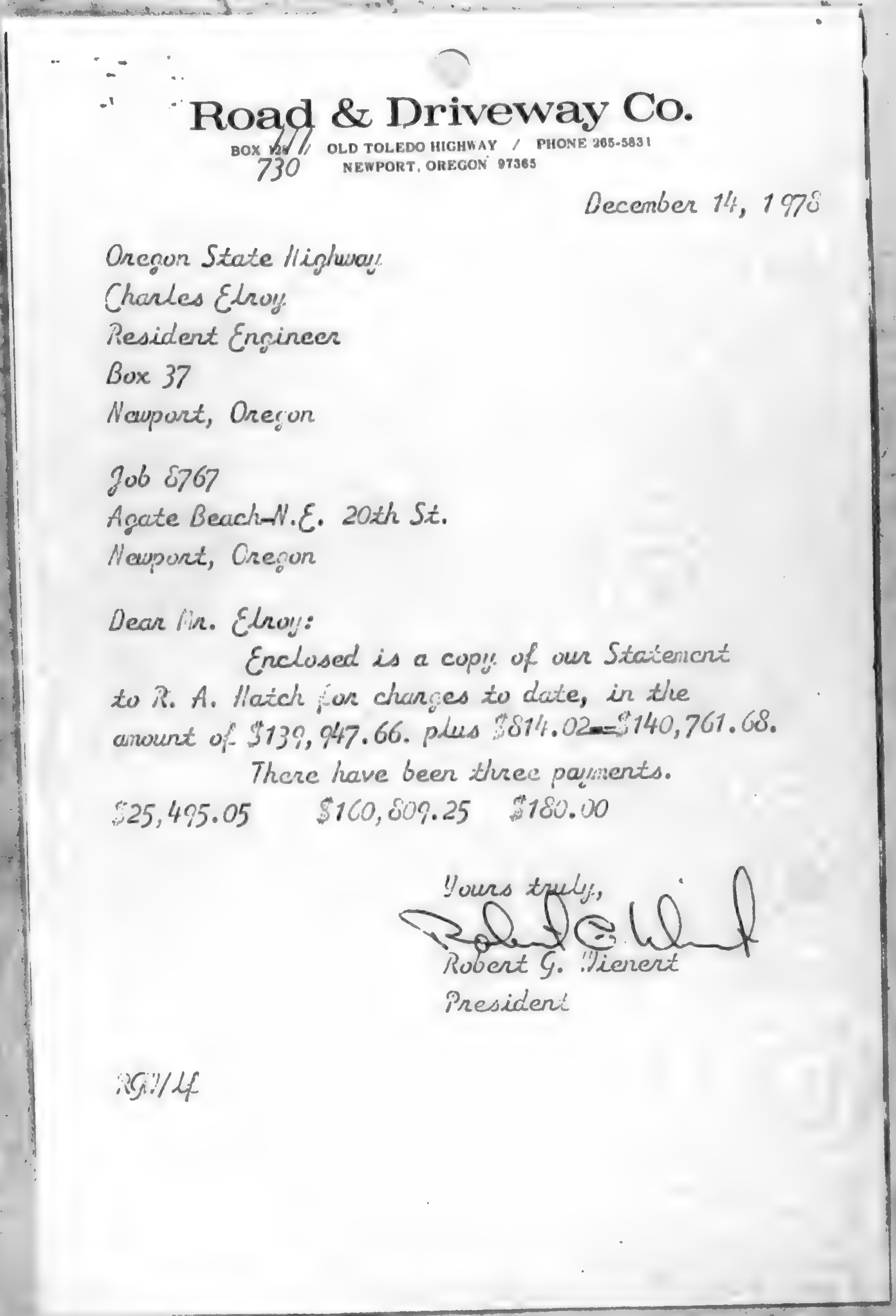
cc: Employers Mutual Liability
Ins. Co. of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

RECEIVED
JAN 17 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Charles Elroy
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.



Road & Driveway Co.
BOX ~~128~~ 730 // OLD TOLEDO HIGHWAY / PHONE 265-5831
NEWPORT, OREGON 97365

December 14, 1978

Oregon State Highway
Charles Elroy
Resident Engineer
Box 37
Newport, Oregon

Job 8767
Agate Beach-N.E. 20th St.
Newport, Oregon

Dear Mr. Elroy:

Enclosed is a copy of our Statement to R. A. Hatch for charges to date, in the amount of $139,947.66. plus $814.02=$140,761.68.

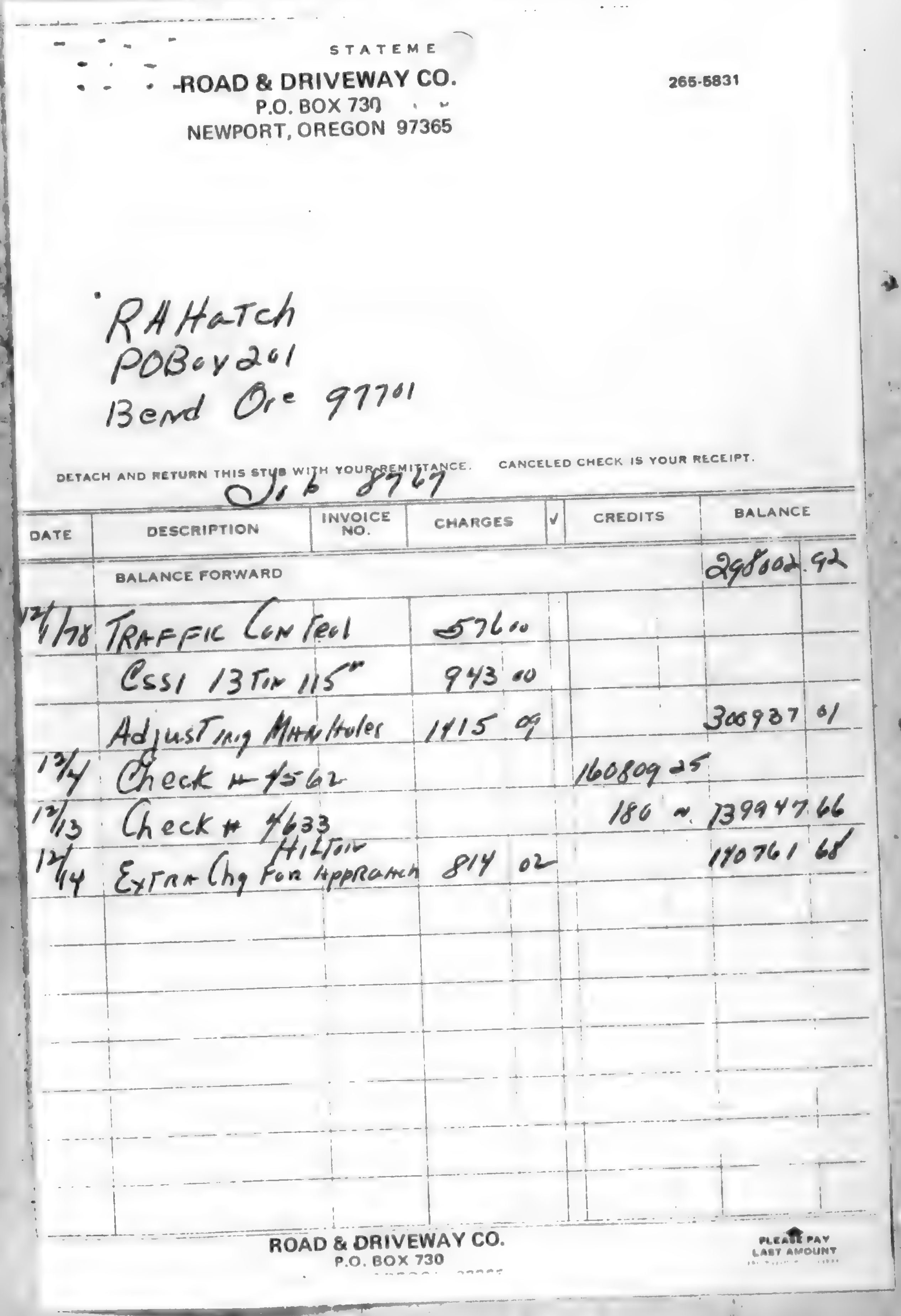
There have been three payments.

$25,495.05 $160,809.25 $180.00

Yours truly,

Robert G. Wienert
Robert G. Wienert
President

RGW/lf



STATEME

ROAD & DRIVEWAY CO.
P.O. BOX 730
NEWPORT, OREGON 97365

265-5831

RA Hatch
PO Box 201
Bend Ore 97701

DETACH AND RETURN THIS STUB WITH YOUR REMITTANCE. CANCELED CHECK IS YOUR RECEIPT.

Job 8767

DATE	DESCRIPTION	INVOICE NO.	CHARGES	✓	CREDITS	BALANCE
	BALANCE FORWARD					298002.92
12/1/78	TRAFFIC Control		576 00			
	Cssi 13Tin 115"		943 00			
	Adjusting Manholes		1415 09			300937 01
12/4	Check # 4562				160809 25	
12/13	Check # 4633				180 ~	139947 66
12/14	Extra Chg For Hilton Approach		814 02			140761 68

ROAD & DRIVEWAY CO.
P.O. BOX 730

PLEASE PAY
LAST AMOUNT

#0767 1-4-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-2-4(4)

STATE ECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70139

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 5-31-78

DATE AUTHORIZATION EFFECTIVE 12-11-78

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Agate Beach - N.E. 20th St. (Newport) Section

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signing SFO #5.
Furnish and install bikeway signs SFO #6.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-11-78, as requested in Mr. Keasey's letter of 12-13-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order Nos. 5 and 6 are approved for TEC NTE $4,250 - Federal Funds $3,637.

NOTED
F. B. KLABOE

Swan
1-11

DATE 1-4-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

3767 9

RESIDENT ENGINEER

PLANS OR SPECIFICATIONS REVIEW CHECKLIST

Date sent to Resident: 9/20/78

Project: Agate Beach - NE 20th St. (Newport)

Plans or Specifications: Preliminary Sign Plans

To be received in Region by:

Plans or Specifications sent to: C. O. Fredrickson, F. T. Lacey, H. C. Johnson, Don Shaffer, C. W. Elroy.

Notice of review sent to: The Same as above

I have contacted the following Region Personnel during this review: (give dates)

None

I have contacted the following other people: (give dates)

Elmer Scofield, Sign Design Engineer 9-25-78

My review comments are: (use separate sheet if necessary)

Double asterisk notation ("Existing Sign to be Moved") should be clerified to read ("Existing Sign to be Moved During Construction and placed in new position during permanent Signing installation.

REFERRED TO
2 Beard WGB Stoudenmeyer
Cole Sample
Eriksen / Watson LW
Hager Dorn Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 0 2 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Date sent to Region Construction Engineer: 9-26-78

I certify that I have reviewed these plans and specifications and that I have contacted all appropriate individuals to assure that an adequate review has been conducted.

Signed Charles W. Elroy
Resident Engineer

Date review sent to Specification or Design:

Signed
Region Construction Engineer

8767

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-87		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 1	7-14-78	Project Number TQF-2-4(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 22, 1977,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$25,000	$882,846
Federal funds	$21,450	$757,481
Other revisions		

This modification is made for the following reasons: Increase in PE and addition of contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of July, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon, July 7, 1978

Federal Aid Project
No. TQF-2-4 (4)

Agate Beach-N.E. 20th St. (Newport) Section
Oregon Coast Hwy. in Lincoln County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (M.P. 137.32 to M.P. 139.32)

Preliminary Engineering	All Required		$ 30,200.00

Type Code 6201
Roadway (Sta. 910+00 to Sta. 1008+83)

Mobilization	All Required		40,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	690 Sq. Ft.	1.00	690.00
Temporary Barricades	20 Each	1.00	20.00
Temporary Plastic Safety Markers	25 Each	1.00	25.00
Flagmen	960 Hour	18.00	17,280.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		5,000.00
General Excavation	12,000 Cu. Yd.	3.00	36,000.00
Trench Excavation	630 Cu. Yd.	10.00	6,300.00
Finishing Roadbed and Slopes	All Required		15,000.00
Watering	250 M-Gal	2.00	500.00
Coarse Aggregate Base	15,400 Ton	6.00	92,400.00
3/4"-0 Aggregate Base	4,400 Ton	6.00	26,400.00
Class "B" Asphalt Concrete Mixture	17,500 Ton	14.00	245,000.00
Class "B" Asphalt Concrete Mixture in Leveling	2,200 Ton	14.00	30,800.00
Asphalt Cement in Mixture	1,280 Ton	90.00	115,200.00
Asphalt in Tack Coat	11 Ton	115.00	1,265.00
8-inch Culvert Pipe	640 Lin. Ft.	8.00	5,120.00
12-inch Culvert Pipe	940 Lin. Ft.	10.00	9,400.00
Concrete Inlets, Type CG-1	5 Each	300.00	1,500.00
Concrete Inlets, Type G-1	8 Each	300.00	2,400.00
Concrete Inlets, Type G-2	2 Each	300.00	600.00
8-inch Drain Pipe	2,000 Lin. Ft.	5.00	10,000.00
Fiber Filter	2,230 Sq. Yd.	2.00	4,460.00
Gravel in Drains	255 Cu. Yd.	8.00	2,040.00
Guard Rail, Type 1	25 Lin. Ft.	10.00	250.00

Guard Rail, Type 2A	4,400 Lin. Ft.	7.50	$ 33,000.00
Guard Rail Anchors, Type 1	2 Each	350.00	700.00
Guard Rail Anchors, Type 2	18 Each	350.00	6,300.00
Rail End Pieces, Type A	2 Each	40.00	80.00
Rail End Pieces, Type B	9 Each	90.00	810.00
Rail End Pieces, Type C	2 Each	150.00	300.00
Concrete Driveways	50 Sq. Yd.	15.00	750.00
Concrete Curbs	2,180 Lin. Ft.	4.00	8,720.00
Extra for Asphalt Approaches	40 Each	75.00	3,000.00
Drainage Curbs	3,100 Lin. Ft.	1.60	4,960.00
Delineators	70 Each	18.00	1,260.00
Adjusting Manholes	5 Each	100.00	1,500.00
Adjusting Inlets	2 Each	100.00	200.00
			$744,230.00

Anticipated Items

Permanent Pavement Striping (SF)	All Required	$ 2,600.00
Temporary Pavement Striping (SF)	All Required	2,600.00
Temporary Erosion Control (FW)	All Required	1,000.00
On the Job Trainee (1 at $800) (EW)	All Required	800.00
		$ 7,000.00

Subtotal	$751,230.00
Engineering	101,416.00
Total	$852,646.00

Length of Project . . . . 1.872 Mile

Cost of Roadway Per Mile $455,473.29

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 5,000.00
Bikeway Signs	All Required	1,500.00
Roadside Seeding and Mulching	All Required	900.00
Screen Planting	All Required	10,000.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 30,200.00	$ 25,911.00	$ 4,289.00
Roadway	852,646.00	731,570.00	121,076.00
Total	$882,846.00	$757,481.00	$125,365.00

Group 1	100%
Contract No.	8767
Prefix No.	21-1004
Prefix No.	21-1984

Agate Beach-N.E. 20th St. (Newport) Section
Oregon Coast Highway
Lincoln County

Nonparticipating - State Work

Setting Mail Box Posts	6 Each	50.00	$ 300.00
Furnish Mail Box Posts	3 Each	50.00	150.00
State Responsibility for Damages	All Required		2,500.00

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-159	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-22-77	te Oregon County Lincoln Project No. TQF-2-4(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, 0.73 mi. N. of NCL Newport, S. 2.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-18-77	2.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 25,000	FEDERAL FUNDS $ 21,450

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 16, 1977

Federal Aid Project
No. TQF-2-4(4)

Agate Beach-N.E. 20th St. (Newport) Section
Oregon Coast Hwy. In Lincoln County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (M.P. 137.32 to M.P. 139.32)

Preliminary Engineering	All Required	$25,000.00
	TOTAL	$25,000.00

Length of Project. . . . . . . 2.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 25,000.00	$ 21,450.00	$ 3,550.00
Retain in Program Gr.-Dr.-H.T.-Pave	$600,000.00	$514,800.00	$85,200.00
TOTAL	$625,000.00	$536,250.00	$88,750.00

Group 1 - 100%
Prefix 21-1984 P.E.

8767

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8767 for work on the Agate Beach-N.E. 20th Street (Newport) Section of the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Charles Elrey

8767

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Charles Elroy
SAIF
Fran

June 28, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Agate Beach-N.E. 20th Street (Newport) Section of the Oregon Coast Highway in Lincoln County for the sum of $744,530 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8767.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 11, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

File: 21 10049

8767

June 14, 1978

REGION 2 ENGINEER
RECEIVED
JUN 1 9 1978
RE RSE
RF RCF RME RTE RUE
ULE GLO RSO ENV RFE

Charles W. Elroy
Ore. State hyway engineer
Newport, Oregon

Dear Sir:

According to the reports from your office there are plans to construct a sound berm along the East side of hwy 101 at Agate Beach. We the undersigned below are the only residence and business's being effected by the berm.

We object to the berm for the following reasons: We depend on our exposure to the hiway for people to see and locate our business. We not only feel that we will have a loss of business but it will devaluate our business property.

The noise is very minimal in the residence and office of the American Real Estate which is the owner and occupant of both. It has a 20 year growth of pines which acts as a sound berm and also as a wind break which has a natural ecological vaue which the berm will destroy.

The Agate Beach Tavern will also suffer a loss of business and the owners feel that there is not a need for the berm as they are not effected by the sound in their residence or business.

Owners of American Real Estate

Owners of Agate Beach Tavern

Charlotte Kaufman

RECEIVED
JUN 1 9 1978
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

NOTED
C. W. ELROY

2 Versteeg 1
I Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 2 1 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

Tony George, Eddie Welsh & Elroy met w/property owners - reduced berm size agreed on - (pulled back to avoid access road) Sketch w/notes attached. 7/13/78

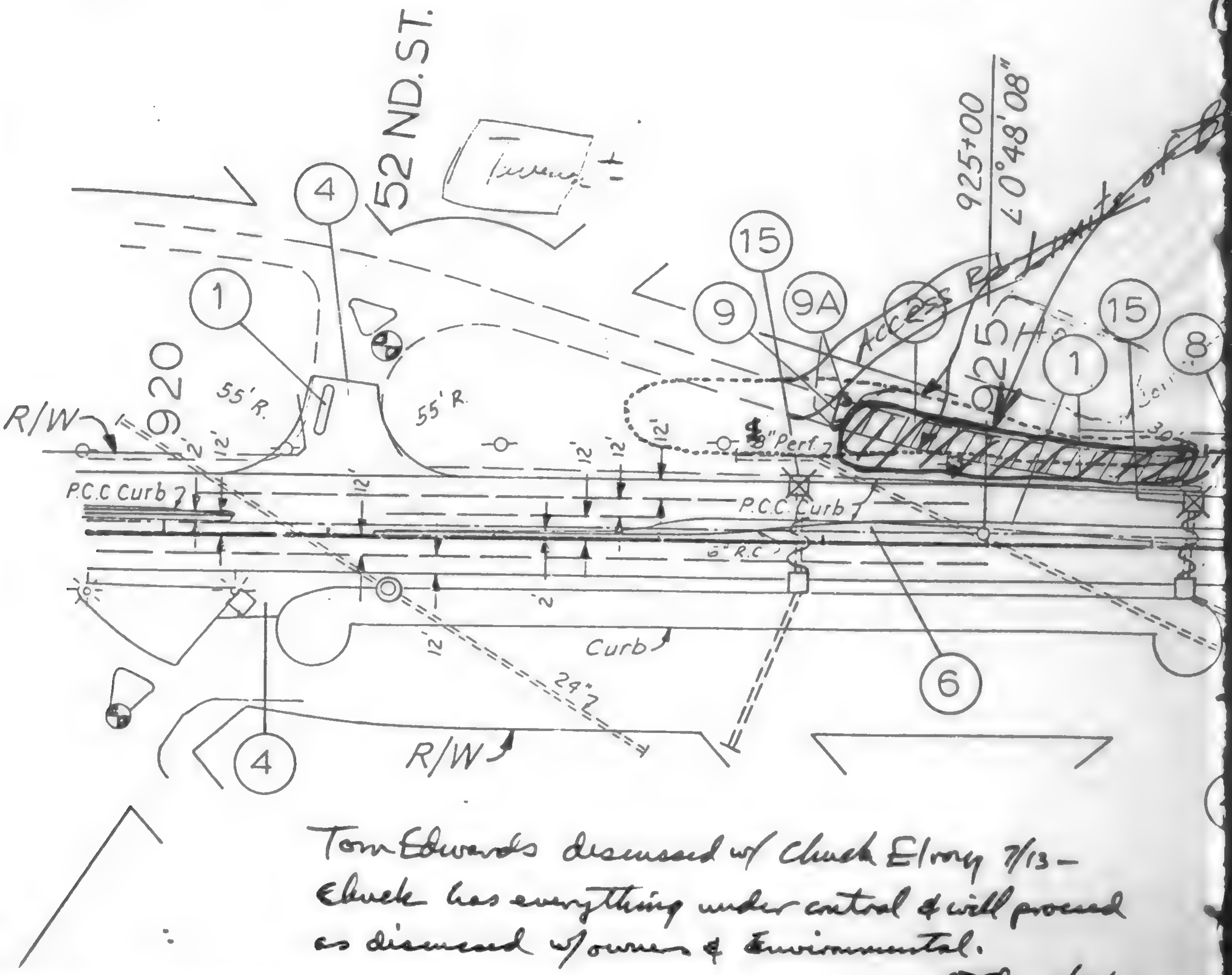
Tr. Exc. 30 C.Y.

Sec. 2

(15) Remove Extg. Inlets - 2 (Total)
Plug And Abandon Extg. Connecting Pipes

(17) Const. Mailbox Service Turnout - 3 (Total)

tal)



al)
al)
l)
otal)
(Total)

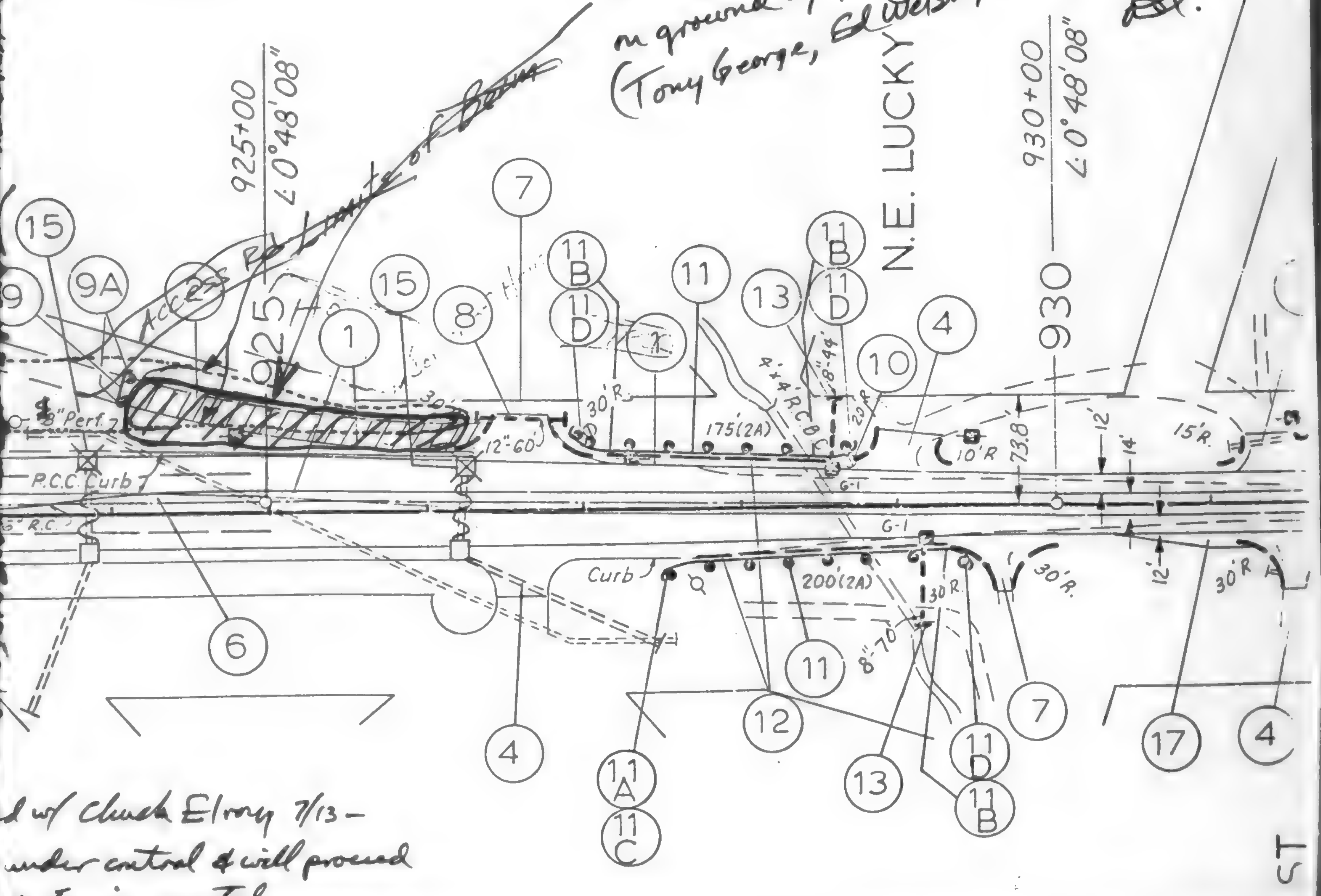
Tom Edwards discussed w/ Chuck Elroy 7/13 -
Chuck has everything under control & will proceed
as discussed w/ owner & Environmental.
7/13/78

SEC. 29, T. 10S., R. 11W., W.M.

tal)

necting Pipes

out-3 (Total)



Revised Berm, after July 12 meet on ground w/ property owners — (Tony George, Ed Welsh, Chuck Elroy) AGL.

d w/ Chuck Elroy 7/13 —
under control & will proceed
& Environmental.
AGL. 7/13/78

8767

9

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section,

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
   North Cole Street, Clackamas County
   Pave
   City Street -- 45-foot roadway curb-to-curb

   Same as No. 3.

5. Remote Section
   Coos Bay-Roseburg Highway, Coos County
   Grade, Pave, Structure
   Four-foot to 8-foot shoulders are available throughout this section.

   Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
   Gaylord Road, Coos County
   Structure Replacement

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
   Black Butte Boulevard, Deschutes County
   Pave

   Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
   Pacific Highway, Douglas County
   Roadside Improvement

   A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
   Middle Fork John Day River Road, Grant County
   Grade, Base, Structure

   Same as No. 3.

10. Wagontire-Lake County Line
    Lakeview-Burns Highway, Harney and Lake Counties
    Grade, Pave
    Four-foot shoulders provided.

    Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
City Streets, Jackson County
Grade, Pave
Twenty-eight-foot roadway curb-to-curb

Same as No. 3.

12. Shady Cove (Cleveland Street)
City Street, Jackson County
Pave
Four-foot shoulders provided

Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
Shasta Way, Klamath County
Grade, Pave, Structure
Five-foot sidewalks and 4-foot shoulders provided.

Same as No. 1.

14. Armitage State Park, Lane County
Toilet Building

Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
5th Street North, Lane County
Grade, Pave

Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
Oregon Coast Highway, Lane County
Grade, Pave

A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
Yachats River Road, Lincoln County
Pave

Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
Albany-Corvallis Highway, Linn County
Traffic Signals

Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
North Santiam Highway, Marion County
Slope and Rock Protection

Same as No. 6.

20. Sublimity (West Main Street)
City Street, Marion County
Grade, Pave

Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
FAP No. OS-2501(1), Morrow County
Grade, Pave, Structure

Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
FAS B-618, Union County
Structure
Twenty-eight-foot roadway on structure

Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
S.10th Avenue and Golf Course Road, Washington County
Grade, Pave

Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8767 9

SALEM, OREGON
June 7, 1978

A.D.Olson
A.D. Olson
Preliminary Design Engineer

Sound Barrier
AgateBeach-NE 20th St.
(Newport Section)
Oregon Coast Highway

C. O. Fredrickson
Regional Engineer

Herewith sketch of proposed sound berm location,per the Noise Study Report for this project, copy of which is enclosed. The berm has been added to the cross sections which are being returned to Resident Engineer, Elroy.

The material for the berm, approximately 1900 cubic yards, should bee available on the job from part of the excess material that was set up to be hauled to the disposal area. Funds for screen planting on the berm and elsewhere, as indicated in the Noise Study Report, are provided in the project authorization.

If you have any questions on this, please contact me or Tom Edwards, Extension 6276.

ADO:ck
cc: C. W. Elroy (with enclosures & 2rolls X-sections)
Enclosures (2)

RECEIVED
JUN 07 1978
ENGINEERING SECTION

L Versteeg L
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Fr. Exc. 30 C.Y.

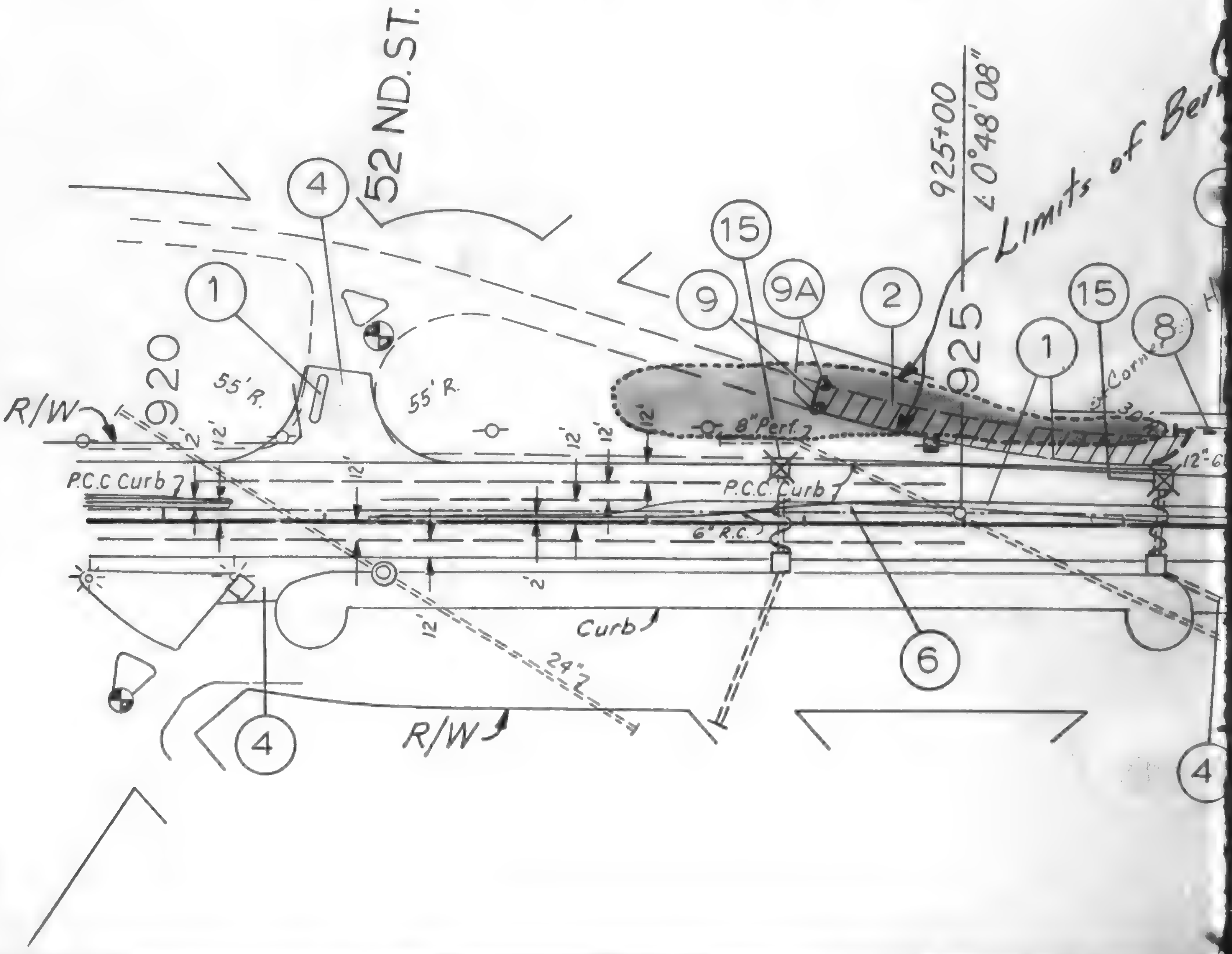
Sec. 29,

⑮ Remove Extg. Inlets - 2 (Total)
Plug And Abandon Extg. Connecting Pipes

⑰ Const. Mailbox Service Turnout - 3 (Total)

otal)

;)



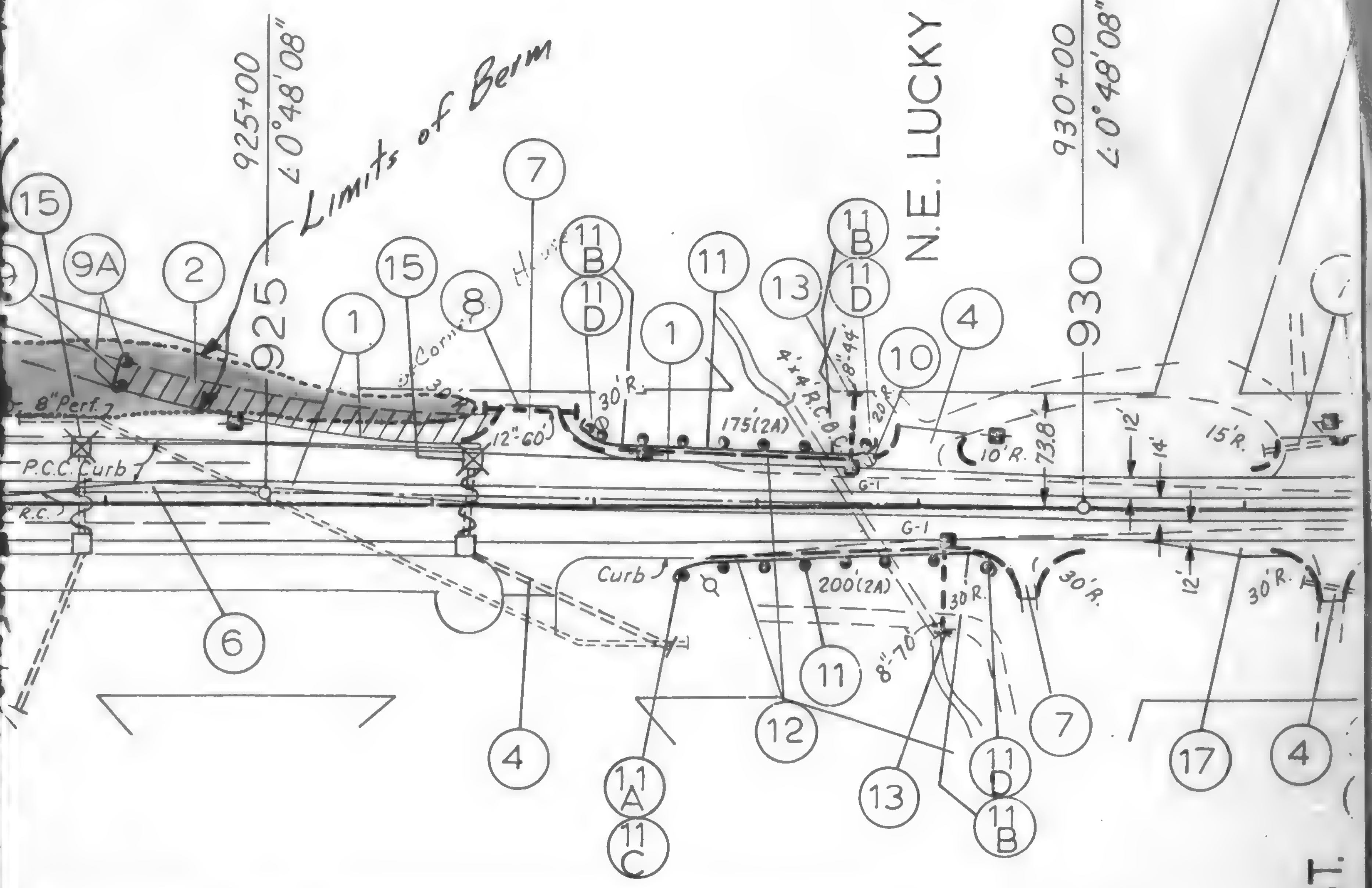
tal)
tal)
tal)
Total)
)(Total)

Sec. 29, T. 10 S., R. 11 W., W.M.

al)

necting Pipes

out-3 (Total)



NOISE STUDY REPORT

AGATE BEACH-NE 20TH STREET (NEWPORT)
OREGON COAST HIGHWAY (NO. 9)
LINCOLN COUNTY

Prepared By
Oregon Department of Transportation
Technical Services Branch
Ted Pallister, Environmental Engineer
May 1978

Project Description

The project is located in Lincoln County on the Oregon Coast Highway from N.E. 20th St. in Newport to Agate Beach. Proposed construction will widen the two-lane section to provide a continuous left-turn median lane. In addition, the project will include an overlay of existing travel lanes. No alignment shifts are required. Grading and paving will take place between, on and along each side of the two-lane roadway. The widened pavement will connect a short four-lane section at Agate Beach to the four-lane facility in Newport.

Uncontrolled access along the project classifies this as a Type 1B project, according to FHPM 7-7-3.

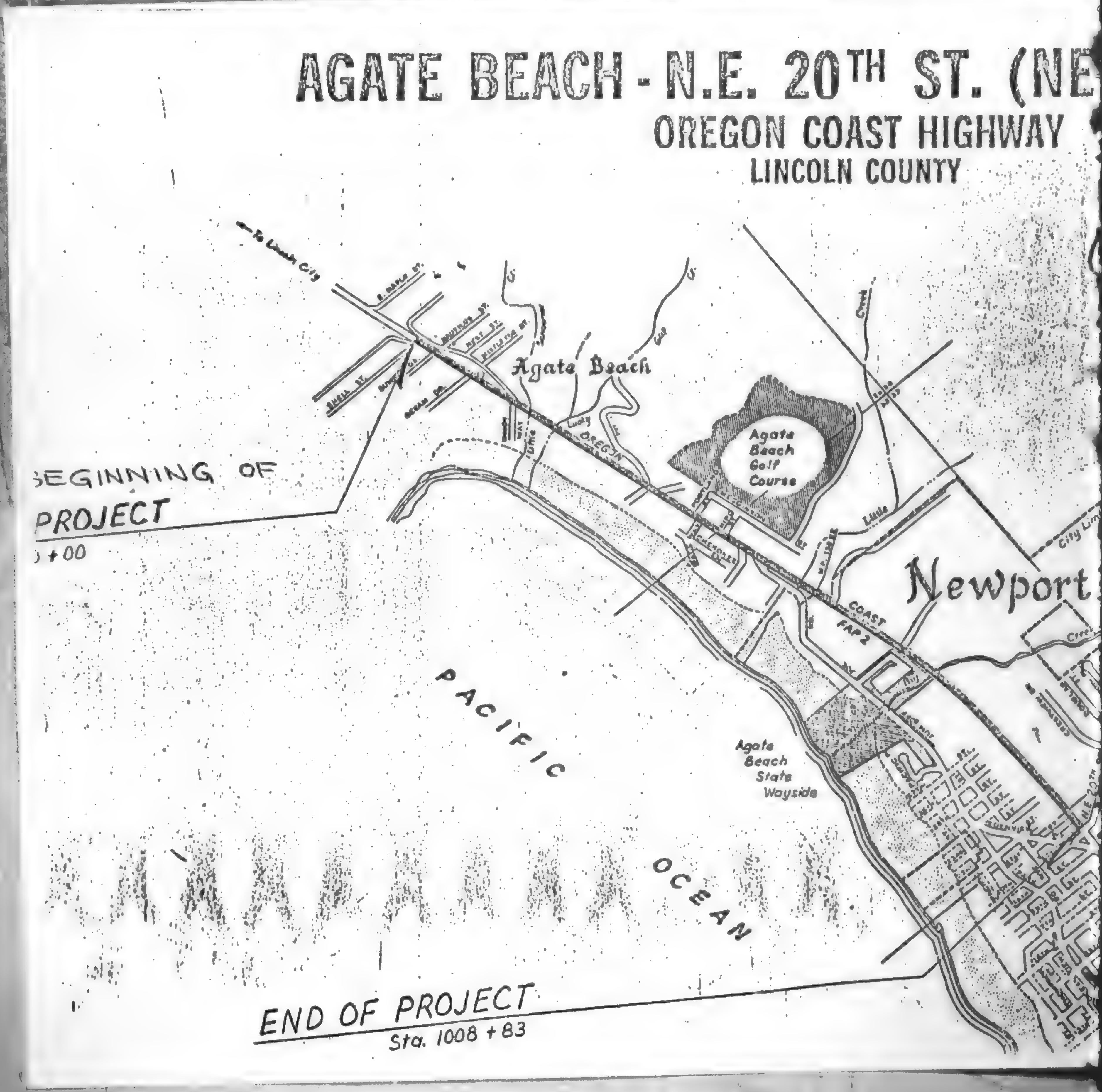
Adjacent Land Use

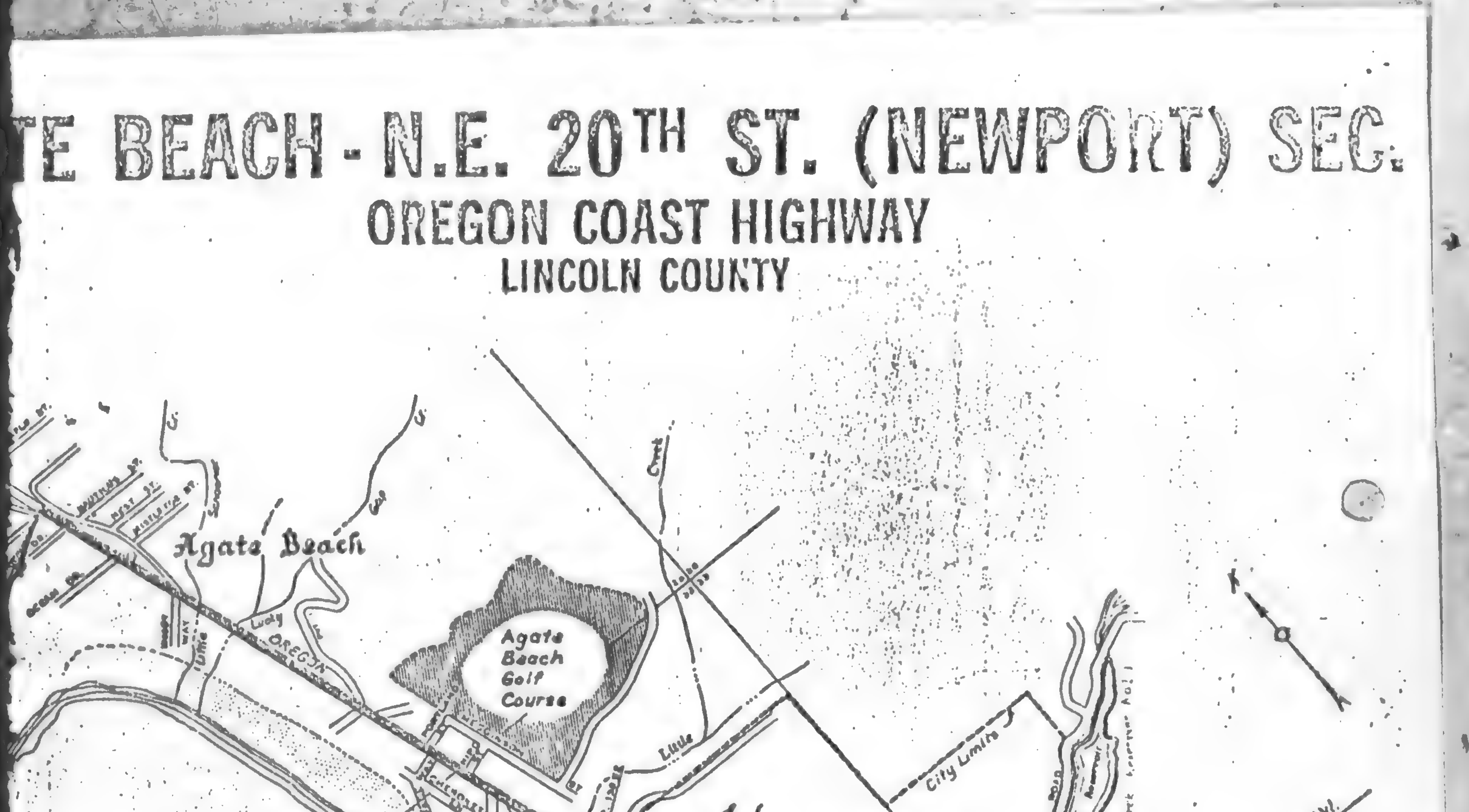
Land use is typical of other sections of the Oregon Coast. The terrain slopes toward the ocean with most of the undeveloped land still in forest and dense vegetation. The small residential community of Agate Beach lies at the north end of the project. Small business caters to coastal traffic as do motels and other vacation rentals. A public parking area and beach access trail is maintained at Agate Beach. The commercial development of Newport extends into the south end of the project with a new shopping center having been completed just north of 20th St. Land between Newport and Agate Beach has been developed to include a state wayside and public golf course. Condominiums and single dwelling homes dot the coastline throughout.

AGATE BEACH - N.E. 20TH ST. (NE

OREGON COAST HIGHWAY

LINCOLN COUNTY





TE BEACH - N.E. 20TH ST. (NEWPORT) SEC.

OREGON COAST HIGHWAY

LINCOLN COUNTY

Traffic Noise Analysis

Utilizing the projected traffic volumes, proposed roadway alignment, and the FHWA developed prediction technique, noise levels for the years 1978 and 1998 were determined.

Results

Present traffic results in L_{10} 70 dBA levels extending approximately 90 feet from the edge of the nearest travel lane. A field measurement verified this distance. On the 24th of April, 1978 noise measurements were recorded* 60 feet west of station 934+20. During the recording period a traffic count was conducted. An hourly rate of 595 vehicles with 6.5% trucks yielded an L_{10} 69 dBA level. When adjusting this level to reflect the peak hour noise condition, the L_{10} 70 dBA level occurred 90 feet from the road.

Projected levels for the year 1998 were computed. This distance is predicted to be about 130 feet.

The above analysis assumes flat level terrain and adjacent ground covered with vegetation.

Also the 1998 predicted distance applies to both the existing and modified facilities. Future vehicle volumes are not expected to differ between the build and no-build configuration.

---

*See Appendix A for measurement methodology.

Impacts

Using the 1998, L_{10} 70 dBA distance to identify impacted areas and receptors, everything within 130 feet will be exposed to noise exceeding the design level.

Receptors and areas of concern as defined in FHPM 7-7-3, included structures such as residences, motels, hotels, schools, churches, etc.; areas for recreation, playgrounds, parks; and undeveloped lands designated for any of the above-mentioned uses.

Receptors abutting this project that fall in this category are houses, mobile homes, and a church.

Starting at the northern terminus of the project (station 910+00); commencing south the identifiable impacted receptors in 1998 (see figure 1) are:

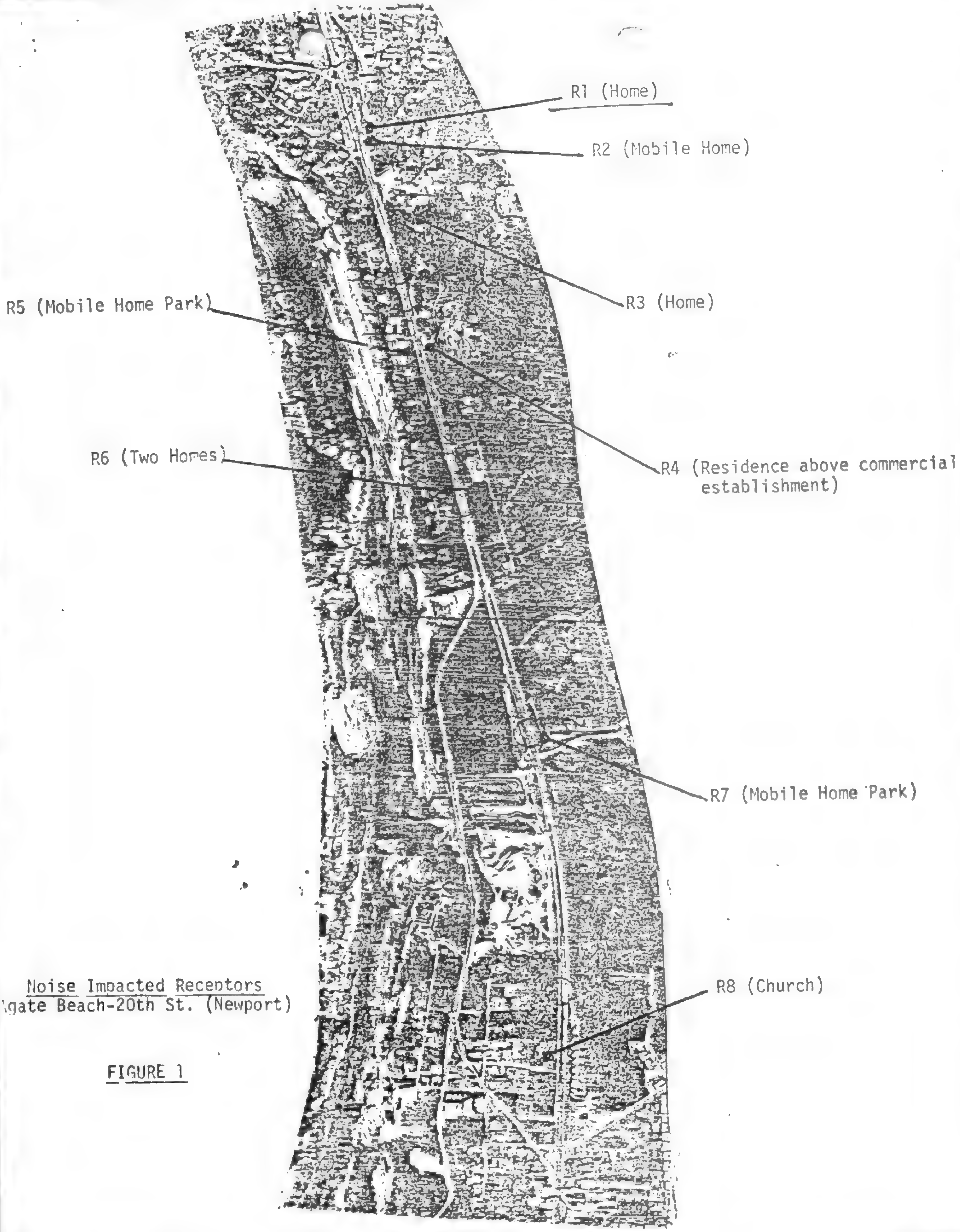
R-1 - A house on the east side near station 925, exposure level of L_{10} 74 dBA.

R-2 - Mobile home, east side near station 927, exposure level of L_{10} 74 dBA.

R-3 - House on the east side near station 932, exposure level of L_{10} 72 dBA.

R-4 - A residence above the commercial establishment, the Rock Shop-Rocky Joe's, east side near station 942; exposure level of L_{10} 74 dBA.

R-5 - A mobile home park opposite the rock shop near station 943; exposure level of L_{10} 71 dBA.



Noise Impacted Receptors
Agate Beach-20th St. (Newport)

FIGURE 1

R-6 - Two houses on the west side near station 950, exposure level of L_{10} 71 dBA.

R-7 - Mobile home park, atop the bluff, east side near station 975 exposure level of L_{10} 72 dBA.

R-8 - The church is on the west side near station 1000, exposure level of L_{10} 71 dBA.

Traffic Noise Abatement Evaluation

Existing and projected noise levels were found to exceed the FHWA design levels as indicated above. In compliance with FHPM 7-7-3, noise mitigating methods were investigated for feasibility and effectiveness.

Numerous noise reducing methods were examined. These included the strategic placement of walls or barriers; the possibility of prohibiting truck use; time use restrictions by vehicle type; modified speed limits; modified lane designations; etc. Since this project involves a roadway segment of a primary federal highway, use of traffic control measures would adversely impact the flow of interstate commerce and the convenience of the motoring public. Only the wall and barrier mitigation measures were determined to be feasible and investigated further.

The receptor/barrier approach at the house (R-1) was determined to be a potential form of mitigation.

Project plans call for the closure and obliteration of a frontage road approximately 120 feet north of its southern intersection with the Pacific Coast Highway. The roadway to be closed is just north of the impacted receptor. The placement of a barrier approximately 180 feet long and breaking the line-of-sight by one foot would afford a 5 dBA reduction. A 1998 L_{10} level of 69 dBA would then be predicted.

At this location, there appears to be sufficient right of way to permit the use of an earthen berm as the abatement method. The berm can be constructed of excess and waste material resulting from this project. Therefore, the additional cost is minimal, that of material handling, movement, etc. Where the right-of-way width is not sufficient to allow construction of a berm that will block the line-of-sight, screen plantings or a combination of berm and screen plantings will be employed.

Although barrier abutment measures were investigated for the remaining receptors, it was determined such measures would result in other adverse impacts. Such things as the potential barrier blocking an ocean view, excessive cost, required access to commercial establishments and safety, all contributed to the decision that no additional noise mitigation would be proposed.

Further explanation, by receptor, follows:

R-2 - The mobile home, east side near station 927 - This receptor is located south of receptor R-1. A barrier constructed from the intersection south about 80' long and blocking line-of-sight by one (1) foot would provide a 3 dBA noise reduction. An L_{10} of 71 dBA would result in 1998.

The cost of such a barrier would be $5,000. The width of the right of way requires barrier placement be immediately outside the shoulder. This would impair the sight distance of approaching traffic, thus creating an unsafe condition. Therefore due to the cost and unsafe condition, no mitigation will be proposed at this location.

R-3 - The house near station 932 - A barrier approximately 60' long and blocking direct line-of-sight would afford a 2 dBA noise reduction. The barrier would be located south of this receptor's roadway access. It would cost approximately $5,000 to construct and result in a 1998 level of L_{10} 70 dBA. This barrier too would be located immediately outside the shoulder and also create sight distance problems. Thus, no mitigation is proposed.

R-4 - A residence above Rocky Joe's near station 942 - Although this residence will be exposed to L_{10} 74 dBA noise levels in 1998, it is part of a structure containing a commercial establishment. This establishment requires both direct access and visual exposure from the roadway. Therefore, no mitigation is proposed.

R-5 - Mobile home park near station 943 - A wall or barrier 140 feet long, blocking the line-of-sight by one foot, would afford a 2 dBA reduction to highway noise. The barrier is in two sections, 60 feet north of the roadway access and 80 feet south of the access. The resultant 1998 L_{10} noise level would be 69 dBA.

The cost of this two-section barrier would be approximately $11,000. The width of the right of way requires that placement would be adjacent to the shoulder. This would again impair sight distance. No mitigation is proposed.

R-6 - Two houses west side near station 950 - A wall 240 feet long blocking line-of-sight by one (1) foot will provide a 2 dBA noise reduction.

This barrier should be split into two 120-foot sections, one (1) on each side of the roadway access. The resultant noise level 1998, should be L_{10} 69 dBA.

A cost of $18,000 is estimated. Again the barrier must be located immediately outside the shoulder, thus impairing vehicle sight distance. Therefore, due to the cost and sight distance condition, no mitigation is proposed.

R-7 - Mobile home park, atop the bluff near station 975 - Although the western edge of the mobile home park is exposed to noise in excess of the L_{10} 70 dBA level, the construction of a barrier would obstruct the existing view of the ocean. Such action is judged to have negative aesthetic impacts that outweigh the benefits of mitigation. Therefore no noise mitigation is proposed.

The church structure (station 1000) is exposed to levels in excess of the L_{10} 70 dBA design level. The structure is located such that a solid wall faces the roadway. Assuming the FHWA recommended exterior/interior noise attenuation for a wooden structure with no windows, an interior L_{10}50 dBA will exist. Since no outdoor activity is required, and the interior level is acceptable, no mitigation is necessary at this location.

In the previous discussion of proposed mitigation, the impacted receptors exceed the design level by 1 to 4 dBA, a change occurring gradually over a number of years. Such a change has been determined as barely perceivable or noticeable by the human ear. In spite of this fact, a person could perceive a noise impact due to other factors such as new construction, increased traffic, loss of privacy or change in aesthetic appeal. Because blocking a receptor's view of the noise source often has the psychological effect of reducing noise even when no actual change in noise has taken place, the use of screen plantings was investigated. It was determined that, in those areas where barriers were investigated but found not to be desirable or where existing screening vegetation is to be removed in front of a receptor by construction, the use of screen plantings would be incorporated in the project and carried as an anticipated item in the project plans.

Traffic Noise Abatement--Conclusions

The noise analysis indicates nine receptors will be exposed to excessive noise. The noise expected will exceed the FHWA design level by 1 to 4 dBA. Proposed mitigation is limited to one location, that of a residence near station 925. Here the attenuating device is an earth berm. For the other locations, barrier placement would impair vehicle sight distance creating an unsafe condition. Also they are considered too costly when comparing the limited noise reduction.

Since barrier construction is deemed inappropriate, screen plantings will be used to provide the psychological affect of noise reduction.

Construction Noise

Project construction may create an adverse noise condition. Although considered temporary, resultant noise may impact and expose certain receptors to excessive levels.

Equipment emission levels and generalized mitigation is discussed in Appendix B.

In addition to the generalized mitigation discussed in the appendices, two other construction noise abatement methods were investigated: (1) the construction of temporary barriers* or (2) imposing operating time constraints on construction.

Along this project there are nine receptors to be impacted from the normal highway use. Of these, one is afforded noise attenuation through the placement of a berm. At this location (station 925), the early stage construction of this barrier will also serve to mitigate construction noise. As for the other receptors no permanent mitigation is provided, being too costly, impractical or creating an unsafe condition. These arguments also hold true for the construction of temporary construction noise mitigating devices. Therefore other than the berm, no construction noise mitigating devices are proposed.

The other mitigating measure--to impose time restrictions on construction activities--was investigated and found to be feasible. Operating time constraints will be imposed on construction activities within 1000 feet of an occupied dwelling unit, between the hours of 10 p.m. and 7 a.m., and during all hours on Sunday and legal holidays. These time restrictions apply to areas in which residential receptors are located. Exceptions to these time restrictions may be granted according to provisions of applicable state and local laws, ordinances, and regulations relative to noise control. If no regulations exist, exceptions may be granted by the resident engineer.

---

*In some instances, the early placement of permanent barriers, such as near station 925, is effective in reducing construction noise.

In addition to the construction equipment generated noise, other noise situations arise from and during project construction, specifically excess material haul routes.

As a result of this project, there will be approximately 8200 cu.yds. of excess material. Except for that required for the berm (station 925), the remaining material is to be deposited at the Iron Mountain Quarry near station 865. This will require 820 haul trips or approximately 25 per day, an additional 50 trucks to the daily vehicle use of the roadway. This additional construction vehicle use will result in less than a 1 dBA increase. This is a nondiscernible increase and considering the temporary duration of the activity, no mitigation is proposed. In any case, the construction time constraints imposed on this project will also serve to mitigate the construction noise impact due to hauling.

Should a specific noise impact be identified during construction, temporary mitigation will again be investigated and where practical be implemented.

Local Notification

Noise and other environmental concerns were submitted for review and comment to all interested agencies as a project assessment. To insure an awareness of the project's resultant noise environment, copies of this noise report and the FHWA policy on land-use development will be submitted to Lincoln County's and the City of Newport's Public Works & Planning Departments.

APPENDIX A

Sound Level Measurement Methodology

Sound level measurements are taken in two phases, data acquisition and data reduction. The equipment used for data acquisition includes a sound level meter, microphone and cable, wind screen, calibrator, tripod, and tape recorder. The tripod holds the microphone in position, typically at 5 feet above the ground. The wind screen is used to reduce wind turbulence noise. To maintain a high degree of accuracy, the sound level meter is adjusted with the calibrator before every measurement. The calibrator emits a constant standardized tone. A sample of this tone is recorded to also allow for instrumentation adjustment during the data reduction phase. A 10-20 minute recording of existing sound levels is taken along with a simultaneous traffic count of autos and trucks. Other sources of sound affecting the readings are also noted. A complete description of the measurement site is made. Such a description includes distance from the roadway, number of traffic lanes, angular exposure to the roadway, topography, buildings, vegetation, location, date, and time.

Data reduction is done in the office. The equipment setup consists of a sound level meter, tape recorder, and graphic level recorder. The recorded calibration tone permits the graphic level recorder to be properly adjusted. The graphic level recorder produces a strip chart with a plot of the measured sound levels, Figure #1. The output speed of the strip chart allows readings to be taken every 6 seconds. These readings are tabulated on a data sheet in 1 dBA increments. The final form is a sound level vs. time distribution graph, Figure #2. The sound level increment separating the highest 10 percentile is then noted and recorded as the L_{10} level.

EXSAMPLE

SOUND SURVEY DATA SHEET

PROJECT: State Ave. L1 ___ SITE: 3741 State Ave.

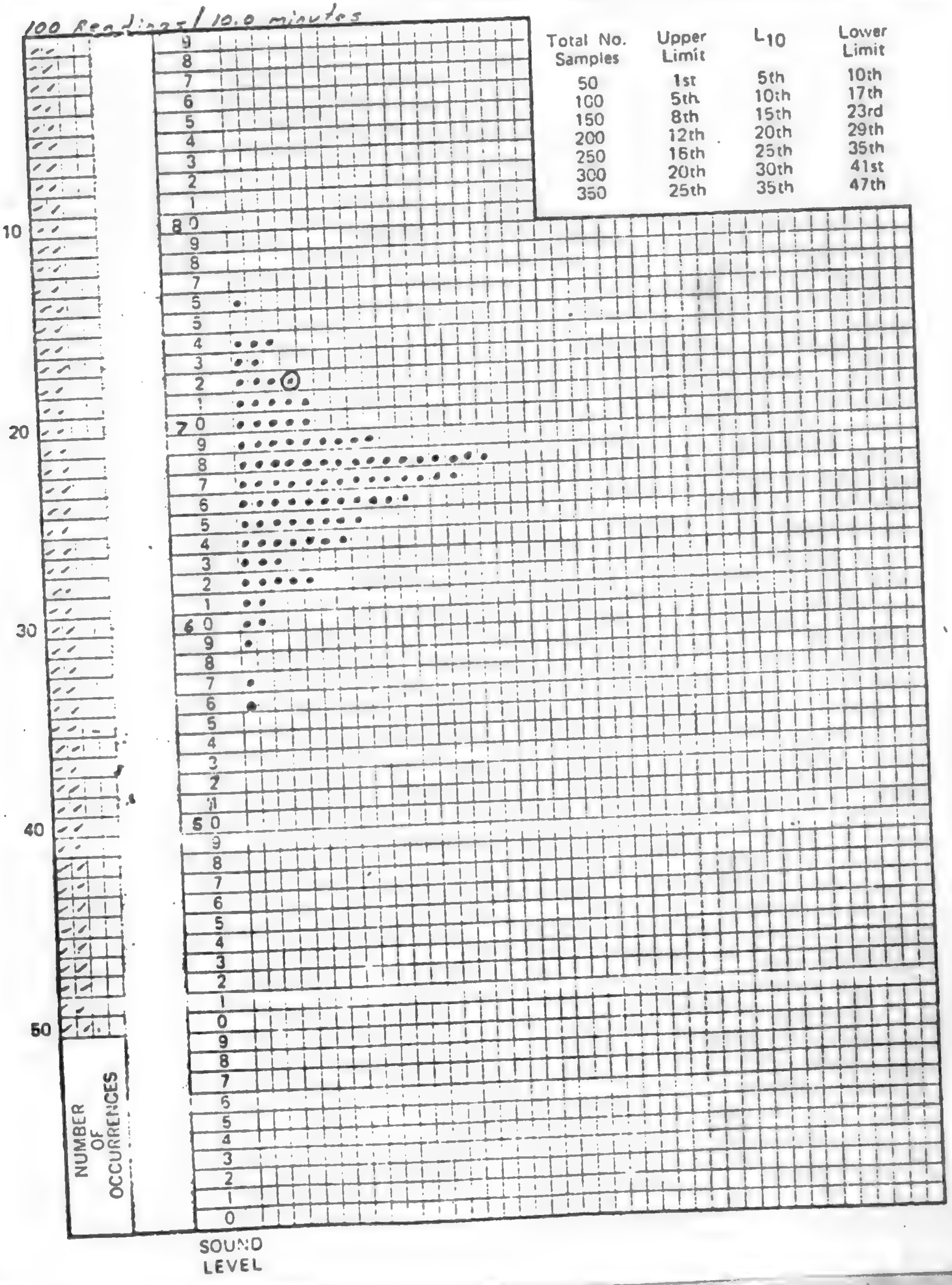
DATE: Dec. 12, 1977 L10 72 Distance From Road Centerline = 100 feet

TIME: 10:30 Am L50 ___ 2 travel lanes, Angular Road Exposure = 160°

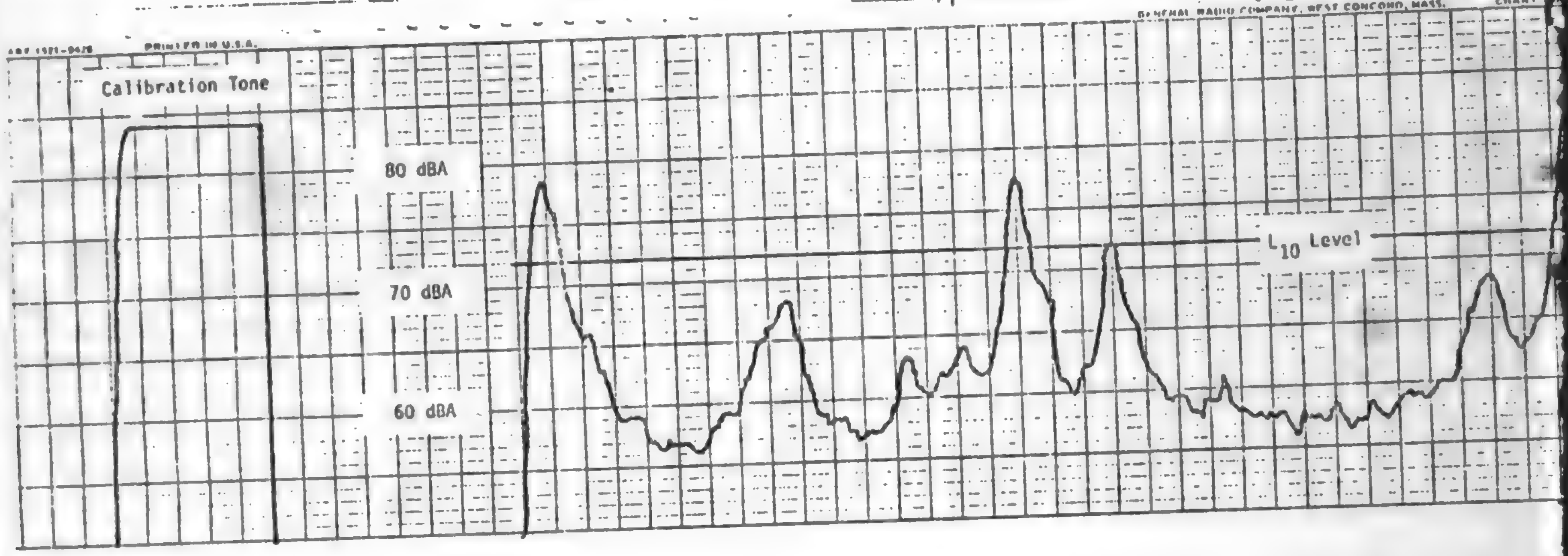
WIND: 0-5 mph L90 ___ Level Ground, No Obstructions, 5 ft. Tripod Height

135 Autos and 10 Trucks During Sample

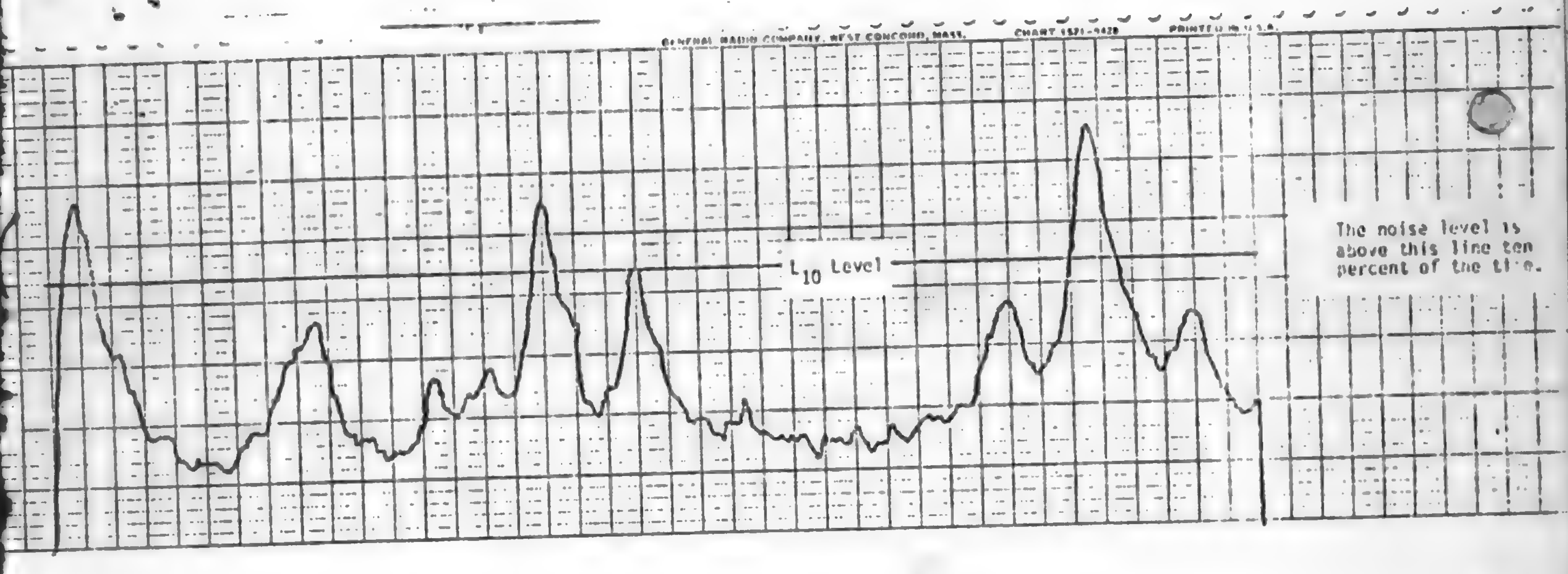
100 Readings / 10.0 minutes



Total No. Samples	Upper Limit	L_{10}	Lower Limit
50	1st	5th	10th
100	5th	10th	17th
150	8th	15th	23rd
200	12th	20th	29th
250	16th	25th	35th
300	20th	30th	41st
350	25th	35th	47th


PRINTED IN U.S.A.
GENERAL RADIO COMPANY, WEST CONCORD, MASS.
CHART
Calibration Tone
80 dBA
70 dBA
60 dBA
L_{10} Level

EXAMPLE



The noise level is above this line ten percent of the time.

EXAMPLE

APPENDIX B

GENERAL CONSTRUCTION NOISE AND ABATEMENT

Areas adjacent to a highway project will experience increased noise during the construction phase. Equipment use, traffic relocation (detour routes), materials movement (haul routes), and various construction techniques contribute to this additional noise.

Construction noise is considered a transient problem. Construction rarely occurs in any one location for an extensive length of time, and depending on the complexity and duration of the project, is considered a temporary offensive noise source.

The variety of equipment, operational modes, the unpredictable location of on-site activities all combine to make an estimate of total composite noise levels impractical for specific receptor locations.

Construction normally proceeds in several systematic, discrete phases, with each having different equipment use characteristics and attendant noise. The type of construction planned can be categorized into the following five (5) major phases:*

*Not necessarily the actual construction activity sequency.

1. Ground clearing -- removal of structures, trees, etc.
2. Excavation
3. Foundation and roadbed installation
4. Structure erection
5. Completion -- filling, paving, grading, cleanup, etc.

Equipment noise level ranges are shown in Table 2.

The most prevalent noise source is the internal combustion engine (usually diesel) used to provide power. This engine-powered equipment can be grouped according to its mobility and operating characteristics: (1) earthmoving, (2) handling, and (3) stationary equipment.

Earthmoving equipment includes the excavating machinery (backhoes, bulldozers, etc.) and highway building equipment, such as, scrapers, graders, pavers, etc. Of the noise generated by such engines, the predominate source is that of the exhaust system. Thus the greatest area for noise abatement for this type equipment is the use and assurance of proper mufflers.

Materials-handling equipment, such as, cranes, concrete mixers, etc., operate at a somewhat fixed location. Mobility is not part of their major work cycle. Although the noise from the working process, such as the clanking of aggregate in a concrete mixing bin, is often the most identifiable, the dominate noise source is still the engine. Again proper muffling provides the greatest noise abatement. Some treatment to the power transmission and working mechanisms may also be possible.

Stationary equipment, such as, pumps, electric power generators, air compressors, etc., generally operate at a constant power and speed. In addition to proper mufflers, this equipment, because of its somewhat fixed location, can be quieted by use of enclosures or barriers.

In general, construction noise abatement may be accomplished by:

-- selection of quieter equipment.

-- incorporating noise reduction techniques, such as adequate mufflers.

-- considering noise emission patterns including the placement and operation of stationary processing equipment.

8767 9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald L Rout

6-22-78
~~5-25-78~~ Bid Letting ______ All Clear Deadline

SECTION AGATE BEACH-N.E. 20th ST. (NEWPORT)
Highway Oregon Coast
County Lincoln Region 2
Type of Work G,P, Passing Lanes Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	/					
Negative Declaration	/					
Project Assessment		☒			☒	OK
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

8767

9

Salem, Oregon
May 17, 1978

aOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Re: Draft Noise Study Report
Agate Beach - NE 20th Street
(Newport)
Oregon Coast Highway
Lincoln County

A marked up copy of the draft noise study report has been returned to your people along with a rough copy of this letter.

The project is a Type 1-B project as defined by FHPM 7-7-3.

All field data was sent to the Resident Engineer in anticipation of contracting this project in May. Our estimates are based on reviewing the photo log and discussions with your people and the designer.

It would appear that only walls could be considered on this section. Right of way is limited and the road is brush lined in much of the area. There would not appear to be any place where a berm or wall/berm combination would be appropriate. It might be, considering the area and the minor attenuation provided by the suggested walls, that screen planting should be considered as an alternate. This would be only for psychological benefits.

The extension of barrier B-1 to intersect with B-2 is not considered appropriate. To sever this connection would require construction of a col de sac which would take out one of the houses.

The cost of the suggested barriers would be approximately as follows:

B-1	6' high, 180' long	$11,000	(one house)
B-2	6' high, 80' long	$ 5,000	(one mobile home)
B-3	8' high, 60' long	$ 5,000	(one house)
B-4	8' high, 140' long	$11,000	(two mobile homes)
B-5	8' high, 240' long	$18,000	(two houses)

REFERRED TO
Beard Stoudenmeyer
Cole Semple
Eriksen ✓ Watson AEM
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
MAY 17 1978
ENGINEERING SECTION

Treat
Do Not File ☐
Return To
Bring Up / /
Action

There would not appear to be any adverse impacts to the road design by construction of the suggested walls unless, for reasons not apparent, it would be necessary to build immediately outside the shoulder. That would impair sight distance for the approach traffic and would be a safety problem.

I note that in most instances that only 2 or 3 dba attenuation can be obtained. This hardly seems worth while since it would not be considered perceptable. Because of the short walls or breaks in the walls even increasing the height materially would accomplish little.

No comparison was made of the build vs no build noise in the study report. Since the centroid of sound would remain in the center of the road and the project is not expected to generate traffic I presume that there would be no increased noise attributable to the project.

ADO:ns

8767 2

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

April 20, 1978

A. IDENTIFICATION:

Proposed Section: Agate Beach-N.E. 20th St. (Newport) Region 2
Highway: Oregon Coast St. Hwy. No. 9 M.P. 137.8 to M.P. 139.2 1.4
County(s): Lincoln (Attach Section Map)
Recommended Construction Date: Scheduled-May 25, 1978 4 Yr. Program
Method of Doing Work: Contract yes St. Force ______ Other ______

B. FINANCING Section Year Funds Available

Postpone ☐ ______ Current 6 YP ______ ______
Recommend ______
Cancel ☐ ______ Current 6 YP ______ ______
Recommend ______

If not one of the above - Recommended Financing: ______

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ Transition Quarter

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:										

D. DEFINE THE PROBLEM:

E. PROPOSED SOLUTION:

F. REASON FOR REQUEST AT THIS TIME: This is an approved project on the 4-year program scheduled for May 25, 1978. It is listed in the schedule for $743,000, but present estimate is $928,000 which requires additional funds in the amount of $185,000. The new estimate reflects a recommended 20 year design and 4" overlay.

G. COST ESTIMATE

Roadway Work	$ 928,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define)	
Preliminary Engineering (By Whom)	
TOTAL	$ 928,000

H. REQUESTED BY: D. E. Swan
Region Engineer or Section Head

Approval/Disapproval H S Coulter 4/21/78
State Highway Engineer Date

Remarks & Action Taken.
4-21-78 orig to Mosking

Approval/Disapproval ______
Asst. Director for Operations Date

Oregon Transportation Commission
Approval Date ______

8.767 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 17, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Agate Beach-NE 20th St. (Newport)
Oregon Coast Highway
Lincoln County

TO: MEMO TO THE FILES

1 Versteeg ✓
2 Christensen DC
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
APR 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

The plans review on the subject section was held on Tuesday, April 11, 1978.

1. The base design has been revised to the following:

   Existing Travel lanes - 2" Class "B" Wear Course
   2" Class "B" Base Course

   New Work - 2" Class "B" Wear Course
   6" Class "B" Base Course
   2" Aggregate Leveling Course
   10" Coarse Aggregate Base

2. Existing luminaires in Agate Beach area will be removed, they are non-functioning. Howard Johnson will salvage any salvageable electrical controls.

3. One foot wide coupling bands will be specified on culverts down embankment slopes.

4. Guardrail left of Station 970 to be reduced 100 feet.

5. Culvert right to Station 980+ to be extended 40 feet and laid under existing pathway.

6. Manhole adjustment detail to be same as on Pacific Blvd.-Price Road Section.

7. Chuck Elroy to locate number of mailbox posts to be reset. Mailbox turnouts to be included in plans.

8. A bus shelter, right Station 959, to be moved by Maintenance.

9. Elroy to identify accesses as street connections or road approaches.

10. Guardrail Left 994+ to be buried in existing cut.

11. Elroy to field tie additional inlets not previously included in plans.

12. Gravel backfill in drains may be 1-1/2"-3/4", 1-1/2"-3/4" or 3/4"-1/2" at the option of the contractor.

Chuck Elroy has furnished the Final Design Unit with the additional field work.

LKW:ab
cc: Robert Royer
Bill Kappus, F.H.W.A.
M. D. Glenn
Richard Nelson
Chuck Elroy
Jim Butler
Will McGill
Howard Johnson

8767

9

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

April 17, 1978

NOTED
E. S. HUNT

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

Re: Agate Beach-NE 20th St. (Newport)
Oregon Coast Highway
Lincoln County

This section of highway consists of an existing four lane section through Agate Beach with a landscape curbed island area of 700 feet. It tapers into two 11 foot lanes and 7 foot shoulders for 5,700 feet and transitions back to a four lane curbed section with a left turn median. The ADT is 7,900.

It is proposed to remove the curbed section in the Agate Beach Section. Four 12 foot travel lanes, 14 foot median and 6 foot bikeway shoulders will be constructed.

The left turn median, 6 foot bikeway and two 12 foot travel lanes will be constructed through the 5,700 foot section. This section is proposed in this area for the following reasons.

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR

1. There were eleven accidents with ten of them of types preventable by a left turn median from 1-1-74 to 6-30-77.
2. The area is developing and additional accesses are being constructed which will contribute toward increased accidents.
3. This section can be constructed within the existing right-of-way with but minor effect upon the environment.

We believe this proposal to be in the best interest of the public until traffic increases warrant a wider section.

Form 81-734-3122

Attached is the general design practice followed in development of projects of this type.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the May 25, 1978, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

LKW:ab
cc: E. S. Hunter
C. O. Fredrickson
F. E. Terpin
L. K. Watson

8767

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Agate Beach-NE 20th (NEWPORT)
Oregon Coast Highway
Lincoln County

NOTED
E. S. HUNTER

The purpose of the proposed project is to widen and overlay the existing two lane section to provide a continuous left turn lane. The typical section will consist of 6 foot shoulders, two 12 foot travel lanes and a 14 foot wide continuous left turn lane. This section of highway presently experiences a high rate of rear end collisions due to turning movements and carries an ADT of 7,900.

The base design for this section is as follows:

Existing Travel Lanes - 2" Class "B" Wearing Course
2" Class "B" Base Course

New Work - 2" Class "B" Wearing Course
6" Class "B" Base Course
2" Aggregate Leveling Course
10" Coarse Aggregate Base

This project is programmed for $743,000 of transfer funds. The estimated cost for the project as designed is $928,000. It is scheduled for the May 25, 1978, bid letting and we are proceeding toward PS&E.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
L. K. Watson
Jack Sullivan

RECEIVED
TECHNICAL SERVICES
APR 18 '78
REFER TO
FOR

Info	Immed	R/O	D/R	Mem	Act	File

Form FHWA 121 (Rev. 5-73)

8767

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 8, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project TQF-2-4(4)
Agate Beach -20th Street (Newport)
Lincoln County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

As requested in Mr. D. O. Christensen's letter of February 9, 1978, I approve the mandatory disposal area for the subject project.

G. K. Hosmer
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

MAR 9 '78

REFER TO
Vesting

FOR

Info	Inves	R/D	J/R	Sign	Act	File

8767

9

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Head of Engineering
Attn: Lyle Watson

DATE: February 7, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Construction Project
Agate Beach-Newport
Oregon Coast Highway

We have reviewed the accident history on the Oregon Coast Highway from M.P. 137.59 (Station 918) to M.P. 138.95 (Station 990) in the section where a left turn lane is proposed.

In the period from 1-1-74 to 6-30-77, there were 11 accidents with 10 of them of types preventable by a left turn median. Therefore, from a traffic engineering standpoint, the installation of a left turn lane appears appropriate.

L E George
L. E. George
Traffic Engineer Supervisor

DKH:rah

REFERRED TO
Beard
Cole
Eriksen
Hager
Dorn
Sample
✓ Watson
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 08 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

8767 8-22-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-2-4(4)

STATE PROJECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70139

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Att	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	8-18-77	Primary 2 Primary 9

GENERAL LOCATION:

"Agate Beach-N.E. 20th St. (Newport) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $25,000
FF $21,450 including utility
☐ OTHER (Specify) preparatory work.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-11-77.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-686

8767 8

ROBERT W STRAUB
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 11, 1977

7/21/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
J. Sheldrake, Reg. 2.
H. C. Johnson, Dist. 4
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Mr. L. W. Rulien
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien,

Re: Agate Beach-Newport
PNRS 7706-2-110

The State Clearinghouse has received additional comments on your project from Department of Economic Development subsequent to issuance of its original sign-off letter of July 6, 1977. The state agency comments are attached.

A copy of this letter and enclosure should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

Donald L. Jones
Administrator

DLJ:kg

Enclosure

DEQ COMMENTS

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 21 '77
REFER TO
FOR
BEN GIFFORD

PROJECT MANAGEMENT
JUL 13 '77
REFER TO
Swan
FOR

Info	Investigate	R/D	Action	File	Letter	See me

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUN 10 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: JUL 01 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please submit noise report to DEQ for review and comment. DEQ contact is Mr. John Hector, 229-5989

Agency DEQ By Anthony J George J.

8767

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Agate Beach-Newport

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 110

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

6-1-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 110 Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Stream alterations, culvert modifications, etc. could seriously impact fish and wildlife habitat and water quality. Please coordinate the planning and implementation of any such activity with our local fishery biologist at Newport. His office phone number is 867-4741.

Agency Fish & Wildlife

By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
JUN 1 [illegible] 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW JUL 01 1977

Project #: 7706 2 110 Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agate Beach - Newport, Oregon Coast Hwy 101 modification.

All properties not previously disturbed by original construction of 101 should be surveyed by professionals competent in the fields of history and archeology.

Agency SHPO By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUN 10 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: JUL 01 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please submit noise report to DEQ for review and comment. DEQ contact is Mr. John Hector, 229-5989

Agency DEQ By Anthony J George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 110 Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☑ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Lcdc By Neal Coenen

8767 (#2)

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 1, 1977

TO Executive Department
Federal Aid Coordination Unit

District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, OR 97330

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Agate Beach-Newport
Highway: Oregon Coast
County: Lincoln

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 30, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: John Sheldrake
District Engineer: H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 6 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] **APPLICANT** [45: Department of Transportation — 46] **DIVISION** [79: Highway

03 — 12] **APPLICANT ADDRESS** **STREET** [45: DOT Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 — 12] **PROJECT TITLE** [71: Agate Beach-Newport

11 — 12] **PROJECT LOCATION—CITY**: Oregon Coast Hwy US 101 — **PROJECT LOCATION—COUNTY**: Lincoln — **PROJECT LOCATION** [79: SEC: -- T: 10-11 S R: 11W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to construct passing lanes, four lanes and provide left-turn

06 12] opportunity at major intersections. (See attachment) [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
516,000	--	84,000	--	--	600,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 — 12] **FEDERAL PROGRAM TITLE** [71: Title 23 U.S.C. Highways

15 — 12] **FEDERAL AGENCY NAME** [45: U.S. Dept. of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 26, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June — 43] DAY [44: 30 — 45] YEAR [46: 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

8767

9

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer .

DATE: May 20, 1977

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Agate Beach-Newport
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
5-20-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 19'77
REFER TO
FOR
Info Inves R/O D/R Sign Act File

8767 8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

NOTED
H. S. COULTER

DATE: May 3, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project TQF-2-4(-)
Agate Beach-Newport/Oregon Coast Hwy.
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 25, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 2, Welsh)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
MAY 4 '77
REFER TO Project Mgt.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

orig. to

8768 Yachats-Beamer Cr. Sec. 1978
of FAS A-522 (Yachats River Rd.)
(Paving)

C#a 6587 6-7-78

5768

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-12-80	CC 2068		521-1005-297

BILL TO: Code:

Lincoln County Board of Commissioners
Courthouse
Newport, Oregon 97365
Attn: Mr. Joseph Steere - County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Yachats-Beamer Creek Section, Yachats River Road FAS A522 Project # RS-A522(1) (Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 21,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,500.00
Balance	$ 5,000.00
Transfer to Highway Fund	$ 1,705.33
Refund Due	$ 3,294.67

Amount Due ..... $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. AD 460, CC 1854

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-12-80

County Lincoln **Contract No.** 8768 **Date Completed** 9-21-78

FAS A-522 (152) **Section** Yachats-Beamer Creek

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Construction:		
Payment to Contractor	(Federal Participation)	$229,365.00
Engineering		22,532.22
		$251,897.22
Interest to Contractor	(Non Participating)	$ 277.57
Engineering		86.10
		$ 363.67
Total cost of project		$252,260.89
Federal Participation		251,897.22
Federal Funds collected		216,127.81
Non Participating		363.67

1/2 ($251,897.22 - $216,127.81 + $86.10) + $277.57 = $18,205.33

County's Advance Deposit	$ 21,500.00
Less County share of costs	18,205.33
REFUND DUE COUNTY	$ 3,294.67

Reference: Billing Form CC 2068

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Yachats-Beamer Creek Section **Lincoln County**					
	Preliminary Engineering **Type Code P.E.** State	All Required			$ 11,273.80	
	Construction **Type Code 8201** **Paving (Sta. 15+00 To Sta. 207+00)** Final Contract Payment Summary	Lump Sum			229,365.00	
	Construction Engineering State	All Required			22,532.22	
	Total Participating Costs				$263,171.02	
	Nonparticipating Items **Preliminary Engineering**	All Required			152.86	
	Interest Paid to Contractors	All Required			277.57	
	Construction Engineering	All Required			80.47	
	Total Nonparticipating Costs				$ 510.90	
	Total Project Costs				$263,681.92	
	Prepared based on participating costs as shown on Federal Billing as of 5/15/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.

STATE Oregon	FEDERAL AID PROJECT NO. RS-A522(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-27-76 To: 1-29-80

FINANCIAL DATA

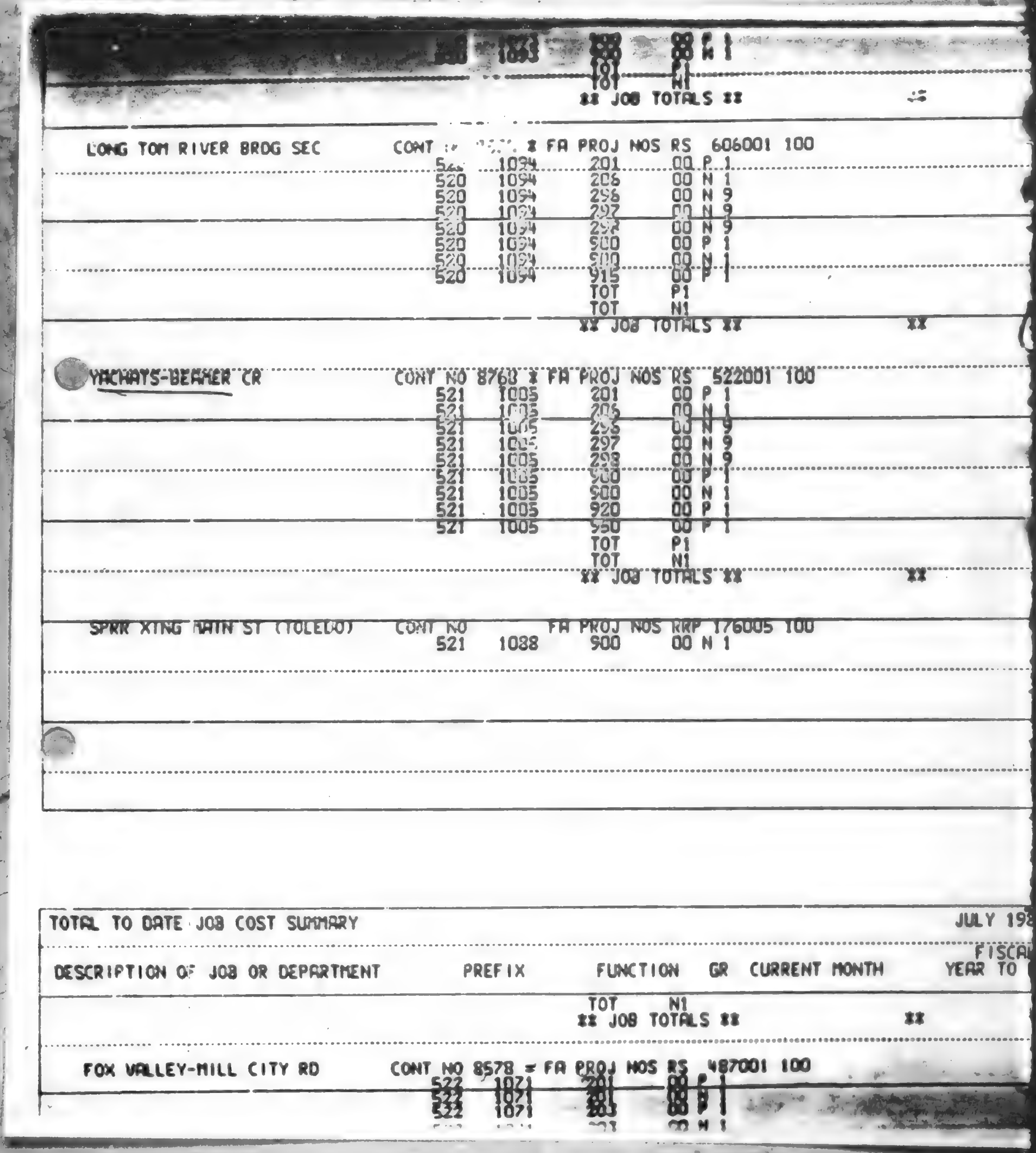
TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 11,426.66 252,255.26	$ 11,273.80 251,897.22	85.80% 85.80%	$ 9,672.92 216,127.81	$ 9,672.92 216,127.81	$ 0.00 0.00
$263,681.92	$263,171.02	85.80%	$225,800.73	$225,800.71	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		5-16-80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE



```
                                        [illegible]  1073        [illegible]   00 P 1
                                        [illegible]  1093        [illegible]   00 N 1
                                                                 TOT       P1
                                                                 TOT       N1
                                                              ** JOB TOTALS **                **

   LONG TOM RIVER BRDG SEC        CONT [illegible] * FA PROJ NOS RS  606001 100
                                        520    1094      201       00 P 1
                                        520    1094      206       00 N 1
                                        520    1094      296       00 N 9
                                        520    1094      297       00 N 9
                                        520    1094      298       00 N 9
                                        520    1094      900       00 P 1
                                        520    1094      900       00 N 1
                                        520    1094      915       00 P 1
                                                         TOT       P1
                                                         TOT       N1
                                                      ** JOB TOTALS **                **

   YACHATS-BEAMER CR              CONT NO 8768 * FA PROJ NOS RS  522001 100
                                        521    1005      201       00 P 1
                                        521    1005      206       00 N 1
                                        521    1005      296       00 N 9
                                        521    1005      297       00 N 9
                                        521    1005      298       00 N 9
                                        521    1005      900       00 P 1
                                        521    1005      900       00 N 1
                                        521    1005      920       00 P 1
                                        521    1005      950       00 P 1
                                                         TOT       P1
                                                         TOT       N1
                                                      ** JOB TOTALS **                **

   SPRR XTNG MAIN ST (TOLEDO)     CONT NO        FA PROJ NOS RRP 176005 100
                                        521    1088      900       00 N 1


TOTAL TO DATE JOB COST SUMMARY                                                     JULY 19
                                                                                      FISCA
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO

                                                         TOT       N1
                                                      ** JOB TOTALS **                **

   FOX VALLEY-MILL CITY RD        CONT NO 8578 * FA PROJ NOS RS  487001 100
                                        522    1071      201       00 P 1
                                        522    1071      201       00 N 1
                                        522    1071      203       00 P 1
                                        [illegible]  [illegible]   203       00 N 1
```

```
          [illegible]  1093        [illegible]      00 P 1                                         1,277.1[illegible]      77      80
                                   [illegible]      00 N 1                                        6[illegible],5[illegible]5.06
                                   TOT              P1                                             1,305.19
                                   TOT              N1
                                ** JOB TOTALS **               **                    **           69,840.25   **

                                                                                                           STATE
   CONT [illegible] * FA PROJ NOS RS   606001 100                                                109,3[illegible]2.51      77      7[illegible]
       5[illegible]     1094       201       00 P 1                                                  123.04      78      78
       520     1094       206       00 N 1                                              114,937.03CR     77      80
       520     1094       296       00 N 9                                                9,016.55      79      80
       520     1094       297       00 N 9                                              105,[illegible]20.53      77      79
       520     1094       298       00 N 9                                               13,932.67      77      79
       520     1094       900       00 P 1                                                  123.52      77      78
       520     1094       900       00 N 1                                                  105.32      78      78
       520     1094       915       00 P 1                                              123,450.50
                          TOT          P1                                                   251.55
                          TOT          N1                                                123,702.05  **
                       ** JOB TOTALS **               **                    **

                                                                                                          STATE
   CONT NO 8768 * FA PROJ NOS RS   522001 100                                           229,335.00      78      79
       521     1005       201       00 P 1                                                  277.57      79      79
       521     1005       206       00 N 1                                              232,627.01CR     78      80
       521     1005       296       00 N 9                                               16,500.00      78      78
       521     1005       297       00 N 9                                              216,127.81      78      80
       521     1005       298       00 N 9                                               22,183.03      78      79
       521     1005       900       00 P 1                                                   86.10      78      80
       521     1005       900       00 N 1                                                   18.99      78      78
       521     1005       920       00 P 1                                                  330.20      78      78
       521     1005       950       00 P 1                                              251,897.22
                          TOT          P1                                                   353.67
                          TOT          N1                                                252,250.89  **
                       ** JOB TOTALS **               **                    **

                                                                                                          STATE
   CONT NO            FA PROJ NOS RRP 176005 100                                              9.41      76      76
       521     1088       900       00 N 1


                                                               JULY 1980          PAGE  220
RY
                                                                          FISCAL          GRAND TOTAL       ACTIVE YRS
TMENT          PREFIX          FUNCTION   GR  CURRENT MONTH          YEAR TO DATE          TO DATE         BEG    END
                                                                                                9.41
                           TOT          N1                                                      9.41   **
                        ** JOB TOTALS **               **                    **

    CONT NO 8578 * FA PROJ NOS RS   487001 100                                           [illegible]
       522     1071       201       00 P 1                                              [illegible]
       522     1071       201       00 P 1                                              [illegible]
       522     1071       203       00 P 1                                              [illegible]
       [illegible]  [illegible]  203       00 N 1                                              [illegible]
```

```
                                        TOT     [illegible]                                              2.75
                                     ** JOB TOTALS **                      **                            2.75  **

   YACHATS ECL-REEDY CRK          CONT NO        FA PROJ NOS RS  146003 100
                                    521    1974    295        00 N 9          857.94CR               994.62CR
                                    521    1974    293        00 N 9          857.94                 994.62
                                    521    1974    901        00 P 1
                                    521    1974    905        00 P 1
                                    521    1974    910        00 P 1
                                    521    1974    914        00 P 1
                                    521    1974    920        00 P 1
```

```
                                                                                                     MAY 1980
TOTAL TO DATE JOB COST SUMMARY
                                                                                                      FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH               YEAR TO DATE
                                    521    1974    921        00 P 1                                     174.81
                                    521    1974    921        00 N 1
                                    521    1974    923        00 P 1
                                    521    1974    924        00 P 1
                                                   TOT        P1                                         174.81
                                                   TOT        N1
                                                ** JOB TOTALS **                  **                     174.81  **

   HWY 101 YACHATS E CITY LIMUTS CONT NO          FA PROJ NOS RS  522002 100
                                    521    1977    295        00 N 9          9.38CR              2,015.38CR
                                    521    1977    293        00 N 9          9.38                2,015.38
                                    521    1977    901        00 P 1
                                    521    1977    901        00 N 1
                                    521    1977    902        00 P 1
                                    521    1977    910        00 P 1         62.30                  359.33
                                    521    1977    911        00 P 1                                138.96
                                    521    1977    913        00 P 1
                                    521    1977    914        00 P 1
                                    521    1977    916        00 P 1
                                    521    1977    918        00 P 1
                                    521    1977    920        00 P 1                                 14.07
                                    521    1977    923        00 P 1                              1,956.39
                                    521    1977    930        00 P 1
                                    521    1977    940        00 P 1
                                                   TOT        P1             62.30                2,468.75
                                                   TOT        N1
                                                ** JOB TOTALS **             62.30  **            2,468.75  **

   THOMAS CR(HEDDLE BR)            CONT NO 0000 & FA PROJ NOS RS  496001 100
                                    522    1947    295        00 N 9
                                    522    1947    293        00 N 9
```

```
                    TOT                                                                  2.75                 3,[illegible]
                 ** JOB TOTALS **                              **                        2.75  **             3,5[illegible].76  **
                                                                                                                          STATE
CONT NO              FA PROJ NOS RS  146003 100                                                               9,672.92CR
        521    1974     29[illegible]     00 N 9               857.94CR                  994.62CR             9,672.92
        521    1974     293     00 N 9                         857.94                    994.62               1,9[illegible].63
        521    1974     901     00 P 1                                                                        [illegible]27.63
        521    1974     905     00 P 1                                                                        6,018.91
        521    1974     910     00 P 1                                                                          316.91
        521    1974     914     00 P 1                                                                          118.78
        521    1974     920     00 P 1
```

State to pay

```
                                                                     MAY 1980              PAGE 666
                                                                       FISCAL              GRAND TOTAL
                                                                    YEAR TO DATE            TO DATE
NT          PREFIX        FUNCTION   GR  CURRENT MONTH                 174.81             2,[illegible].83
        521    1974     921     00 P 1                                                      1[illegible]2.65
        521    1974     921     00 N 1                                                      192.70
        521    1974     923     00 P 1                                                      [illegible]1.91
        521    1974     924     00 P 1                                 174.81            11,273.00
                        TOT        P1                                                       152.65
                        TOT        N1                          **      174.81  **        11,425.65  **
                     ** JOB TOTALS **
                                                                                                          STATE
TS CONT NO            FA PROJ NOS RS  522002 100           9.38CR          2,015.38CR        25,044.50CR
        521    1977     29[illegible]     00 N 9            9.38            2,015.38          25,044.50
        521    1977     293     00 N 9                                                        23,[illegible]
        521    1977     901     00 P 1                                                            31.[illegible]
        521    1977     901     00 N 1                                                         2,4[illegible].79
        521    1977     902     00 P 1             62.30               359.33                  4,1[illegible].70
        521    1977     910     00 P 1                                 138.96                    1[illegible].53
        521    1977     911     00 P 1                                                           10[illegible].12
        521    1977     913     00 P 1                                                           2[illegible].17
        521    1977     914     00 P 1                                                            [illegible].16
        521    1977     916     00 P 1                                                            70.20
        521    1977     918     00 P 1                                  14.07                     14.07
        521    1977     920     00 P 1                               1,956.39                  2,2[illegible].07
        521    1977     923     00 P 1                                                           2[illegible].53
        521    1977     930     00 P 1                                                            [illegible]
        521    1977     9[illegible]     00 P 1             62.30             2,468.75                 33,371.[illegible]
                        TOT        P1                                                             31.83
                        TOT        N1
                     ** JOB TOTALS **              62.30  **          2,468.75  **            33,403.43  **
                                                                                                          STATE
   CONT NO 0[illegible] & FA PROJ NOS RS  496001 100                                           29,169.00CR
        5[illegible]2    1947     29[illegible]     00 N 9                                                  29,169.00
        5[illegible]2    1947     293     00 N 9
```

#8768 1-3-80 TE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A522(1)	2. COUNTY Lincoln	3. STATE Oregon 8768

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done on this project involved the construction of asphalt concrete pavement overlay and performance of such additional and incidental work as called for by specifications and plans. This was done on the Yachats-Beamer Cr. Section of FAS A522 (Yachats River Road) in Lincoln County.

5. CONTRACTOR'S NAME Road and Driveway Co.	6. CONTRACT AMOUNT $ 267,280.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) Kessey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
2-1 FEB 1 '80
REFER TO Kessey
FCR
File
Act
Sign
E/R
R/D
Inves
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	3.636	30	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. H. Kappus, Area Engineer	11. DATE OF INSPECTION 9-26-78

12. IN COMPANY WITH
C. Elroy, D. Glenn, T. Litchfield, OSHD; J. Steele, County Engr.; R. Wiepert, Contractor

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. H. Kappus W. H. Kappus		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE Jan 28, 1980	17. TITLE Field Operations Engineer	18. DATE 1/29/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

January 17, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8768 awarded to Road & Driveway Co. for paving on the Yachats-Beamer Creek Section of FAS A522 (Yachats River Road) in Lincoln County was completed on September 21, 1978, and accepted by the State Highway Engineer on January 15, 1979.

Final payment in the amount of $9,796.60 will be released to the contractor after January 22, 1979. The total contract amount is $229,365 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

bc G. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8768

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yachats-Beamer Creek

WEEK ENDING: 11 Nov 78

SECTION PREFIX: 521-1005

HIGHWAY: FAS A522, Yachats River Rd.

COUNTY: Lincoln

NAME OF JOB: Yachats-Beamer Creek

KIND OF WORK: Paving

CONTRACTOR: Road & Driveway Co.

CONTRACT NUMBER: 8768

FEDERAL AID PROJECT NUMBER: RS A522(1)

DATE OF CONTRACT: 10 Jul 78

DATE WORK STARTED: 24 Jul 78

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 75

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 42

PERCENT OF TIME ELAPSED: 56

PROJECT AUTHORIZATION: $306,541.37

EXCLUSIVE OF ENGINEERING: $282,234.12

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $230,901.92

ESTIMATED PERCENT: UNDERRUN 17 %

ENGINEERING AUTHORIZATION: $24,307.25

ENGINEERING COST TO DATE: $21,210.

PERCENT OF AUTHORIZATION: 87 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82

DATE PROJECT WAS COMPLETED: 21 Sep 78

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								3.64
MILES PARTIALLY COMPLETED								
MILES COMPLETED								3.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)								11,660
TOTAL QUANTITIES CORRECTED TO DATE								10,558
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								10,558
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 14 1978
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 Nov 78 SUNDAY	
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Completed Semi-final and submitted same to Salem on 7 Nov 78. Price Agreement on Asphaltic Concrete Mix Penalties is pending Pre-check, which is now being made by Construction Branch.

Letter of Acceptance was received from Lincoln County on 8 Nov 78, and is being forwarded this date.

This is the FINAL WEEKLY REPORT.

SIGNED Charles W. Day LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8768

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 26, 1978

Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8768 for paving on the Yachats-Beamer Creek Road Section of FAS A522 (Yachats River Road) in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Charles Elroy

SURETY BONDS
GENERAL INSURANCE

MANSFIELD & CO.

1311 N.W. 21ST AVENUE ● PORTLAND, OREGON 97209 ● (503) 222-9971

July 21, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

In Re: Contract 8768
Road & Driveway Company - Contractor

Gentlemen:

Enclosed are two copies of the above contract which have been signed by Road & Driveway Company.

We hope these meet with your approval.

Yours very truly

Lillian Strong

MANSFIELD & CO.

N
Enc.

CC - Road & Driveway Company

NOTED
C. W. HEAD

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2768

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-109		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 2	7-19-78	Project Number RS-A522(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 317,041.00
Federal funds	$ 8,580.00	$ 272,019.00
Other revisions		

This modification is made for the following reasons:
Adding Cost of Contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of July, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E G Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

file

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. RS-A522(1)

Yachats-Beamer Creek Section
Yachats River County Road
Lincoln County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,500.00

Type Code 6201
Paving (Sta. 15+00 to Sta. 207+00)

Mobilization	All Required		350.00
Temporary Protection and Direction of Traffic	All Required		2,200.00
Temporary Signs	585 Sq.Ft.	$ 5.50	3,217.50
Flagmen	240 Hour	14.75	3,540.00
Preparation of Shoulders	All Required		2,000.00
Class "B" Asphalt Concrete Mixture	11,660 Ton	15.95	185,977.00
Asphalt Cement in Mixture	758 Ton	87.00	65,946.00
Asphalt in Tack Coat	15 Ton	100.00	1,500.00
Extra for Asphalt Approaches	34 Each	75.00	2,550.00
			$ 267,280.00

Anticipated Items

Temporary Pavement Striping (SFO)	All Required	$ 1,000.00
Permanent Pavement Striping (SFO)	All Required	1,000.00
		$ 2,800.00
	Subtotal	$ 270,080.50
	Engineeing	36,460.50
	Total	$ 306,541.00

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. RS-A522(1)

Length of Project	3.636 Miles
Cost of Roadway Per Mile	$84,307.20

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 10,500.00	$ 9,008.00	$ 746.00	$ 746.00
Paving	306,541.00	263,011.00	21,765.00	21,765.00
Total	$ 317,041.00	$272,019.00	$ 22,511.00	$ 22,511.00

Group 1	100%
Contract No.	8768
Prefix No.	521-1005
Prefix No.	521-1974

8762

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lincoln County
Board of Commissioners
Newport, Oregon 97365

Attention of Mr. Joe Lebo
Co. Engineer

Request No. (assigned by staff engineer or head of section) CC 1854

Date July 12, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $21,500.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$5,000.00	
		To be transferred to State Hwy. funds for the construction of the Yachats-Veamer Creek Section FAS A522 Covered by agreement #6587		$16,500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 521-1005

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: Regional Engineer

Approved: Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8768

9

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Charles Elroy
SAIF
Fran

July 10, 1978

Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for paving on the Yachats-Beamer Creek Section of FAS A522 (Yachats River Road) in Lincoln County for the sum of $267,280.50 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of Lincoln County and when the sum of $21,300 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8768.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 21, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

June 23, 1978

Lincoln County
Board of Commissioners
Courthouse
Newport, Oregon 97365

Attn: Mr. Joe Lebo, County Engineer

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Road and Driveway Co., P. O. Box 730, Newport, Oregon 97365, for the Yachats-Beamer Creek Section, Yachats River Road, FAS A522.

The County's advance deposit based upon the Contractor's bid is as follows:

Bid Items	$267,280.50
Temp. Pavement Striping	1,800.00
Permanent Pavement Striping	1,000.00
4½% Contingencies	12,153.62
(9%) Engineering	24,307.25
ESTIMATED TOTAL COST	$306,541.37

Federal Funds 92%

$263,625.26 OK

County's Advance Deposit:
7% of $306,541.37 = $21,457.90 or say $21,500.00

Rec'd 7/10/78

Told Region

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check in the amount of $21,500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
Original Signed
by
G. W. Wimer
HR
Local Government Manager

HR:dmc

bc w/AD#460: Vern Skoog-please return completed AD#460
when check is received.
Region 2 Federal Aid Engineer

DmH.

8768

9

June 7, 1978

Lincoln County
Board of Commissioners
Courthouse
Newport, OR 97365

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6587

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Yachats-Beamer Creek Section of Yachats River Road in Lincoln County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement Attached)

FAS 152

Office of the County Engineer
JOE M. LEBO

COUNTY OF LINCOLN
225 W. Olive Street Room 204 Ph. 265-5341, ext. 246
Newport, Oregon 97365

May 25, 1978

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
2960 E State Street
Salem, OR 97310

Subject: Yachats-Beamer Creek

Dear Mr. Stearns:

Re our phone conversation it will be satisfactory to change from E mix to B mix on Yachats-Beamer Creek overlay project in the interest of obtaining a stronger road for extensive log haul.

Yours truly,

Joe M. Lebo

Joe M. Lebo
COUNTY ENGINEER

JML/gg

REGION 2 ENGINEER
RECEIVED
MAY 26 1978
☐ RLE ☐ RME
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROX
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RPE

RECEIVED
MAY 31 1978
ENGINEERING SECTION

I Versteeg
Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

Trout

Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
Board Stoudenmeyer
✓ Cole W.E.C. Sample
Eriksen Watson
Yager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Section Yachats – Beamer Cr. Section
Programming Estimate $

8768
Highway FAS – A522 Yachats River RD.
Project Length 3.64

County Lincoln
Completion Time 75 CWD

Kind of Work Paving

Prefix 521-1974
FA Project No. RS-A522(1)

ROUTING SLIP
Date: 5/24/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: Local Programs

F.Y.I.

Form 81-731-0022 (7/77)

STRUCTION AUTHORIZATION

ract Amount $ 323,670.00

1000.00
1800.00

$ 2,800.00

Misc. Permit Fees

$ 326,470.00

Contingencies (4-1/2%) 14,691.15
Engineering (9 %) 29,382.30
SUBTOTAL $
Credit for . . . .
Estimated Net Authorization, Construction . . . . $ 370,543.45

APPROVED

Road Design Engineer

Section Yachats – Beamer Cr. Section Programming Estimate $

Highway FAS-A522 Yachats River RD. Project Length 3.64

County Lincoln Completion Time 75 CWD

Kind of Work Paving

Prefix 521-1974 FA Project No. RS-A522(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 323,670.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	1000.00
Temporary Pavement Striping	1800.00
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 2,800.00

326,470.00

Contingencies (4-1/2%)	$ 14,691.15
Engineering (9 %)	29,382.30
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 370,543.45

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date May 19, 78

Section Yachats - Beamer Cr. Sec
County Lincoln
Kind Of Work Paving
Length 3.64
Name Vm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All		24,000^{00}
2.	Temporary Protection and Direction of Traffic		All	All		3,000^{00}
3.	Temporary Signs		Sq. Ft.	585	6^{00}	3,510^{00}
4.	Flagmen		Hour	240	19^{00}	4,560^{00}
	Roadwork					
5.	Preparation of Shoulders		All	All		4,000^{00}
6.	Class "B" Asphalt Concrete Mixture		Ton	11,660	18^{00}	209,880^{00}
7.	Asphalt Cemant in Mixture		Ton	758	90^{00}	68,220^{00}
8.	Asphalt in Tack Coat		Ton	15	150^{00}	2,250^{00}
9.	Extra for Asphalt Approaches		Each	34	125^{00}	4,250^{00}
						323,670^{00}

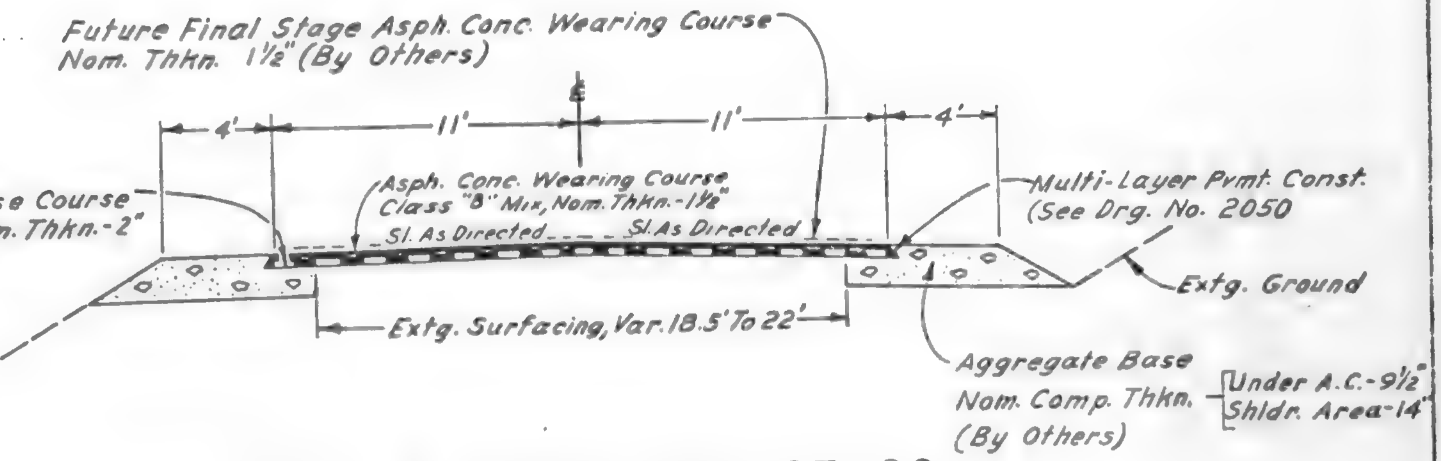
FAS A522 (YACHATS RIVER RD.)
LINCOLN COUNTY

2

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	RS-A522(1)		See Index

New

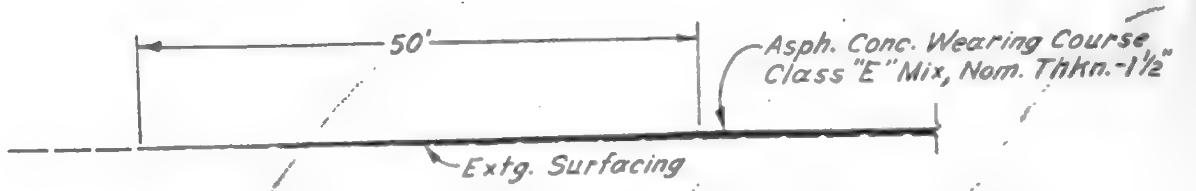
TYPICAL SECTION


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. 1½" (By Others)
4'
11'
℄
11'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 1½"
Sl. As Directed
Sl. As Directed
Multi-Layer Pvmt. Const.
(See Drg. No. 2050
Extg. Ground
Extg. Surfacing, Var. 18.5' To 22'
Aggregate Base
Nom. Comp. Thkn.
(By Others)
Under A.C. - 9½"
Shldr. Area - 14"

STA. 15+00 To STA. 207+00

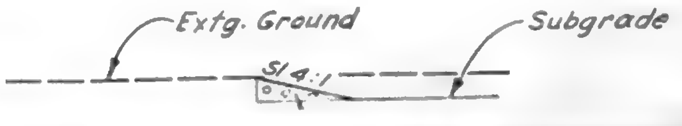
Grading By Others

Const. Paved Road Approaches - 34 (Total)



ASPH. CONC. PAVEMENT FEATHERING

STA. 15+00 To STA. 15+50
206+50 To 207+00



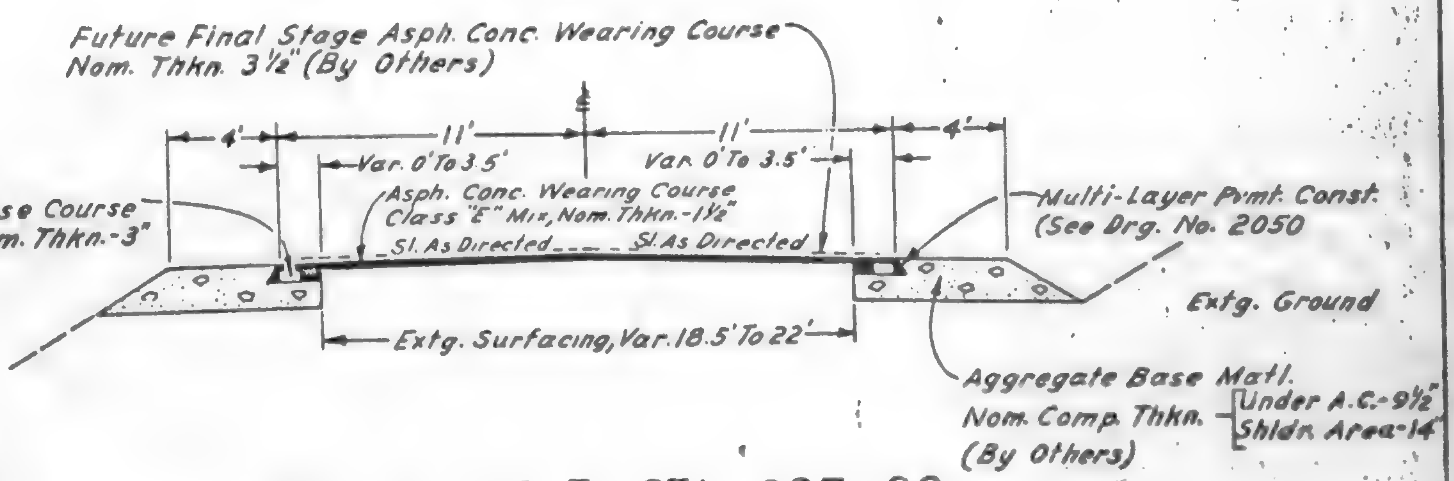
ACHATS-BEAMER CR. SEC.
FAS A522 (YACHATS RIVER RD.)
LINCOLN COUNTY

SHEET No. 2

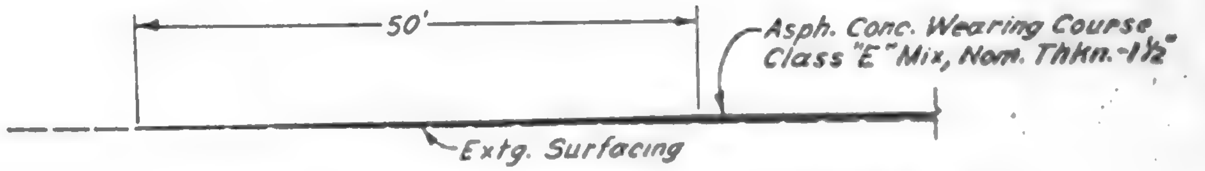
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Former

TYPICAL SECTION

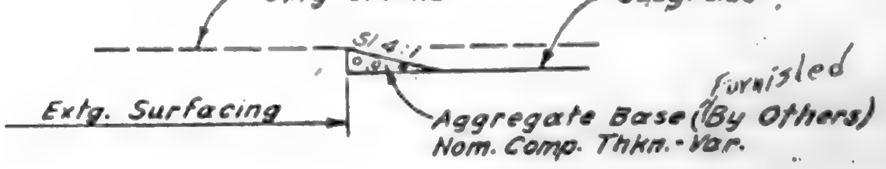

Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. 3½" (By Others)
4'
11'
11'
4'
Var. 0' To 3.5'
Var. 0' To 3.5'
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn.-3"
Asph. Conc. Wearing Course
Class "E" Mix, Nom. Thkn.-1½"
Sl. As Directed
Sl. As Directed
Multi-Layer Pvmt. Const.
(See Drg. No. 2050
Extg. Ground
Extg. Surfacing, Var. 18.5' To 22'
Aggregate Base Matl.
Nom. Comp. Thkn. - Under A.C.-9½" Shldr. Area-14"
(By Others)

STA. 10+00 To STA. 207+00
Const. Paved Road Approaches - 34 (Total)
Grading By Others



ASPH. CONC. PAVEMENT FEATHERING

STA. 10+00 To STA. 10+50
206+50 To 207+00



ABRUPT PAVEMENT EDGE DETAIL

(Locate Adjacent To Traffic, See Specifications)

8768

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

cc DE Owen
Roger Trygstad
C.T. Kaasey

4-21-78

RECEIVED
APR 6 1978
521
COUNTY ENGINEER
LINCOLN COUNTY
BY ____________

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A522(1)
Project Name Yachats - Beamer Creek Section
Yachats River Road FAS A522

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 21st day of April, 1978

County of Lincoln

County Judge/Chairman

Albert R. Strand
Commissioner

Andy Zedwick
Commissioner

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☒
LGE ☐ FAE ☐ OPE ☐
APR 27 1978
File: PM FA
LG OP
TAA Brynoldson

Certified By:
J.M. Dixon
Regional Right-of-Way Supervisor
Date 4/25/78

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

8768

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1978

FROM: J. W. Dixon
Region 2 R/W Supervisor

SUBJECT: Yachats-Beamer Cr. Section
Yachats River Rd.
Lincoln County

TO: D. J. Luth
Relocation Supervisor

Last week Perry Crosley and I completed a monitoring review of this project. We examined files on seven of the eight parcels needed for the project.

The county is doing a good job following required procedures. The only place I had questions was in regard to documenting the rational behind administrative settlements.

The Board of Commissioners settled two of the files slightly above the review appraisal. But there is no justification or reasoning to support their decisions. The need for this documentation has been discussed with the county and I would expect full compliance in the future. Neither increase exceeded $100.00.

I will send a copy of this letter and the certification to the county. I expect the last parcel to close this month and the signed certification by the 1st of April.

JWD:sch

cc: Joe Lebo
Hal Reynoldson✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 9 1978
File: PM FA
LG OP

8768

FAS 152

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/29/77
Donald L. Bont

7-28-77
~~5-26-77~~ Bid Letting ______ All Clear Deadline

SECTION Yachats-Beamers Cr.
Highway FAS-A522, Yahats River Rd
County Lincoln Region 2
Type of Work Paving Funds FAS-C
State ✓ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☐	Recognized concerns will be covered in Spec's.
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8-68

PROJECT MANAGEMENT OFFICE MEMO

Date 12-12-77

Subject Yachats - Beamer Cr File No.

Received (call) (~~visit~~) from Bob Royer

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Chuck Elroy has checked w/Co re R/W

They should have in 2-3 Mos

Project on 10-10-77 schedule for July-Aug-Sept 78

Leave "as is" until he reconfirms 2-15-78 ±

12/14/77 Eddie W[illegible] - no hearing on

Yachats - Beamer Creek Section

FR

Signature Arnold Nemet

N Rp

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) [✓ ( )] ← Reynoldson Bring-up 2-15-78

Circulate: PME LGE OPE FAE CCE OM [✓ Other]

8768

PROJECT MANAGEMENT OFFICE MEMO

Date 10-11-77

Subject Yachats - Bummer Cr R/W File No.

Received (call) (~~visit~~) from Bob Royer

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Elroy checked w/ Lincoln Co

Still don't have R/W & no specific plans

Says much of the other grading done

(Royer) → He Will follow up in about 2 months

Leave on Feb schedule until then

cc Bob Royer 10/11 [illegible]

Signature Gerald [illegible]

File ( ) [✓ ( )] (W) ( ) [✓ ( )] [✓ (H)] ( ) ( ) Prange (R)

Circulate: [✓ PME] LGE OPE [✓ FRE] [✓ CCE] OM Other

Section Yachats - Beamer Cr.
Programming Estimate $

Highway FAS - A52 (Yachat River Road)
Project Length 3.64 miles

8768
County Lincoln
Completion Time 50 cal. workdays

Kind of Work Paving

Prefix 521-1924-
FA Project No. RS - A522(1)

ROUTING SLIP

DATE: 6/21/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 2
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Phil Stearns
FROM: Co-City

COMMENTS:
Please forward to county for their info, and comments

FORM 81-734-3100 (REV. 9-76)
SP*38502-734

ONSTRUCTION AUTHORIZATION

ontract Amount $ 216,415-

$

Misc. Permit Fees

	$ 216,415-
Contingencies (4-1/2%)	9,738.68
Engineering (9 %)	19,477.35
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 245,631.03

APPROVED

Road Design Engineer

Section Yachats - Beamer Cr. Programming Estimate $

Highway FAS - A522 (Yachat River Road) Project Length 3.64 miles

County Lincoln Completion Time 75 cal. workdays

Kind of Work Paving

Prefix 521-1924- FA Project No. RS-A522(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 216,415-
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 216,415-
Contingencies (4-1/2%)		9,738.68
Engineering (9 %)		19,477.35
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 245,631.03

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______

Section Yachats - Beamer Cr.
County Lincoln
Kind Of Work Paving
Length 3.64 miles
Name Stein

No.	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	Lump Sum	12,000
	Temporary Protection and Direction of Traffic		All	All	Lump Sum	3000
	Temporary Signs		Sq. ft	585	6	3510
	Flagmen		Hour	240	18.00	4320
	ROADWORK					
	Preparation of Shoulders		Mile	3.64	500	1820
	Class "C" Asphalt Concrete Mixture		Ton	3310	19	62,890
	in Leveling and Base Course					
	Class "E" Asphalt Concrete Mixture		Ton	3900	20	78,000
	Asphalt Cement in Mixture		Ton	490	85	41,650
	Portland Cement or Lime Additive in Class "E" Mixture		Ton	39	80	3,120
	Asphalt in Tack Coat		Ton	11	215	2,365
	Extra for Asphalt Approaches		Each	34	110	3,740
				(216,415)		

8768

521-1974

Office of the County Engineer

[redacted]

Joe M. Lebo

COUNTY OF LINCOLN

Newport, Oregon 97365

May 6, 1977

REGION 2 ENGINEER
RECEIVED

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
REGION II FEDERAL AID ENGINEER
2960 E. State Street
Salem, Oregon 97310

Dear Phil:

Enclosed please find one copy of the Yachats-Beamer Creek Section of the Yachats River Road project signed by the Lincoln County Board of Commissioners.

The end of the project should be at Beamer Creek as shown.

Yours truly,

Joe M. Lebo

Joe M. Lebo
COUNTY ENGINEER

c.c. J. H. Versteeg

JML/lm
Enclosure

PROJECT MANAGEMENT

MAY 9 '77

REFER TO: Prange

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

County hold Hearing
1 June, 77.
Opposition may
stop job

HAL-FRED

8768

5-4-77

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary

Temporary Protection & Direction of Traffic will be included in the Specifications

APPROVED May 4th 1977
BOARD OF COMMISSIONERS OF Lincoln COUNTY
BY Andy Zedwick COMMISSIONER
Jack W. COMMISSIONER
Albert R. Strand COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

STAT
STATE HI
PLANS F

YACHATS —

FAS A522
LI

PRELIMINARY COPY
AR 1 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

YACHATS - BEAMER CR. SEC. FAS A522 (YACHATS RIVER RD) LINCOLN COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

FAS-C

OF OREGON

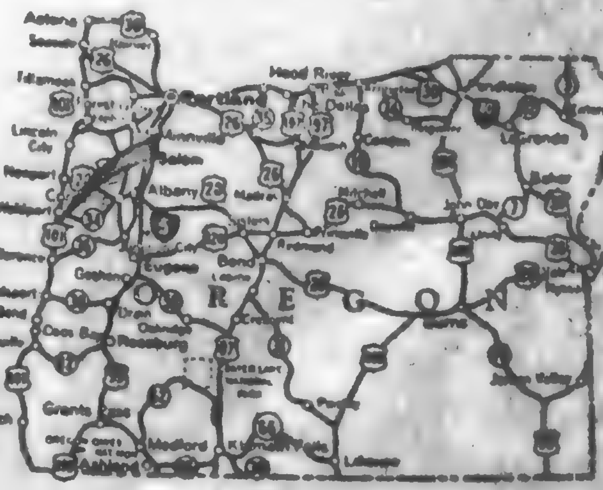
HWAY DIVISION

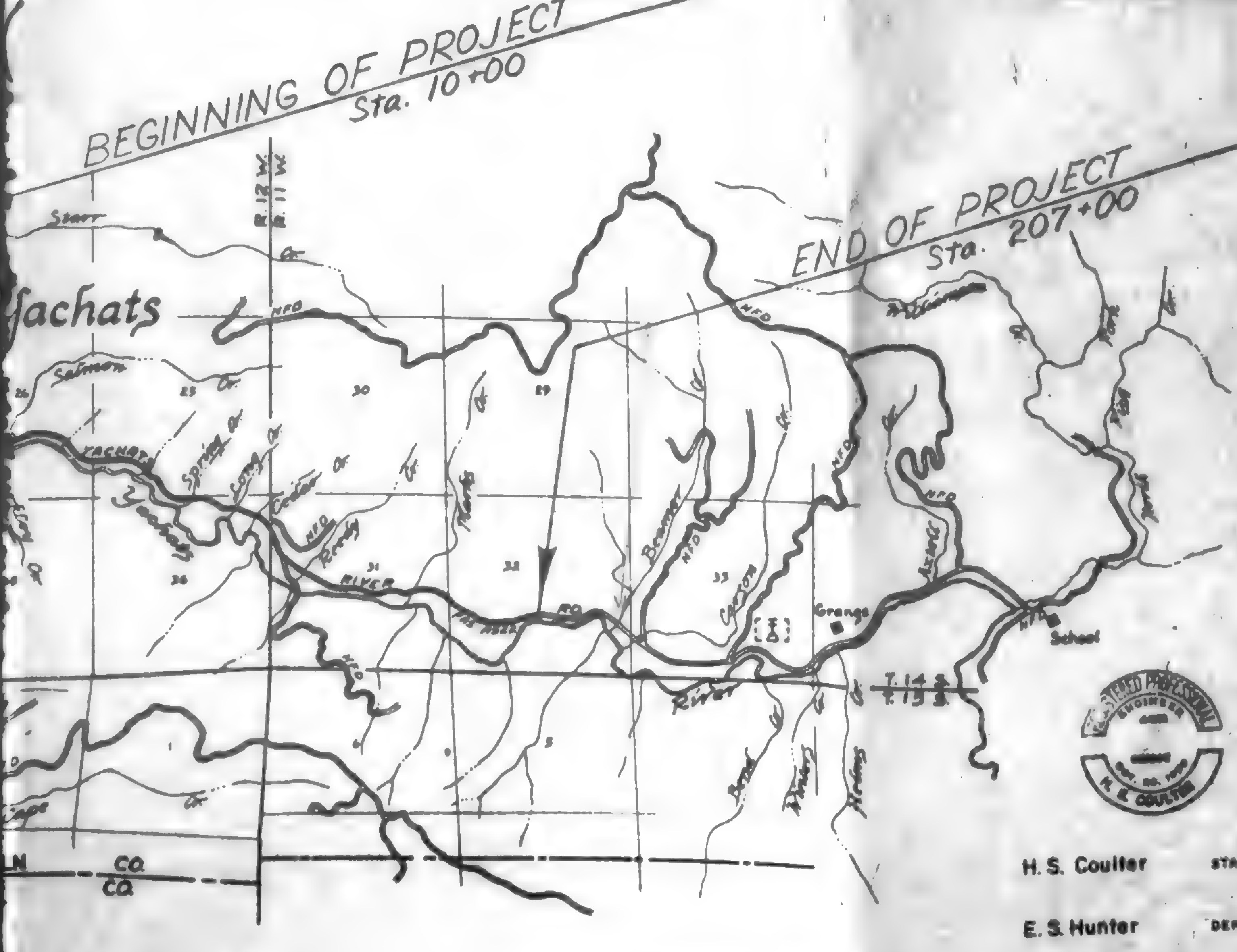
PROPOSED PROJECT

BEAMER CR. SEC.

YACHATS RIVER RD)

COLN COUNTY





Sketch Map
Miles

H.S. Coulter — STATE HIGHWAY ENGINEER

E.S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8768

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: April 20, 1977

FROM: for L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT - ADDENDUM to
Yachats-Reedy Creek Section
Lincoln County

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
APR 22 1977
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
4-19-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
FOR
Info Inves. D/R Sgn.

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 13, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon RS-A-522(1)
Addendum-Project Assessment
Yachats-Reedy Creek Sect.
Lincoln County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment addendum submitted with Mr. Rulien's April 5 memorandum has been reviewed.

We concur that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kuppers
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

BEN GIFFORD

PROJECT [illegible]
APR 15 '77
REFER TO Gary

Info	Investigate	[illegible]	[illegible]	[illegible]
X				

RECEIVED
STATE HWY ENGR
APR 14 '77
REFER TO Rulien
FOR

Info	Invest	R/D	C/R	Sign	[illegible]	[illegible]

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 10, 1975

A. PROJECT IDENTIFICATION

Name of Project Yachats-Reedy Creek Section (Section)

Location of Project Yachats River Road; County Road #804 (Highway Name) FAS 152 (Highway No., US - ORE)

(City) Lincoln (County) 2 (Region)

Program FAS-C (Funding) $150,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve traffic safety and/or highway capacity by widening traffic lanes and shoulders. Minimize maintenance problems.

Origin and History: Citizens Road Advisory Committee gave this project a high priority, June 1975, as a result of complaints from residents and truckers about inability to maintain log trucks right-of-center because of width.

C. DESCRIPTION OF PROJECT

Length 2.5 miles

Termini Begin Yachats easterly city limits and end M.P. 4 near Reedy Creek at beginning of existing 22-foot pavement width.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 60-foot right-of-way. Established by resolution in 1890. No new right-of-way required.

Typical Section Existing--9-foot traffic lanes; 2' gravel shoulders.
Proposed--11-foot traffic lanes with 4' gravel shoulders.

Structures None

Characteristics (ADT) ADT 203 vehicles--all types. Normally this road has high percentage of truck traffic. No large increase in traffic anticipated.

Other General Information (or Supplemental information to items)
Complete road closure not feasible--no detours available.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

This is a generally narrow valley following the Yachats River. There are several large cattle farms and a few smaller acreages developed. There are no apparent residential-type developments. Much of the hill land is U.S.F.S. ownership and most log hauling is from U.S. timber sales.

Bottom lands are a combination of well drained with river gravels. Sub-surface to heavy clay soils that are practically impermeable. This Yachats River is a popular Salmon and trout fishing stream; the clearings and forest are elk ranges and hunting is another popular recreation in season.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Noise and air pollution are not expected to increase as a result of this project.

Power and telephone lines may be involved on this project as well as Yachats Water District lines are within the right-of-way on the westerly portion of the road.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None--existing only

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated

Consequences:

3. Estimated Changes in Land Use:

None anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Some local temporary siltation from construction in banks and on shoulders.

Consequences:

Temporary increase in stream turbidity.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None
Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Areas of roadway immediately adjacent to Yachats River may be of some concern because of temporary siltation due to disturbing stabilized road banks, etc.

7. Potential for Controversial Issues:

Increase of speed

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 13, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Yachats-Beamer Creek
FAS - A522
Yachats River Road
Lincoln County

Phil Stearns, Region 2 Federal-Aid Engineer, advised by telephone this date that County will not have the right-of-way clear in time for a May 26, 1977, letting. Two files have yet to be appraised and cleared.

The County also advised Mr. Stearns that the grading on the project being done by them will not be completed until approximately July 1. A memo will be forth coming from Stearns documenting the above and requesting the project be rescheduled for a June 23, 1977, letting.

DOC:az
cc: E. S. Hunter
L. W. Rulien
J. B. Boyd
J. Sheldrake
L. K. Watson
A. Brummitt
G. Potter

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Copy Trout

RECEIVED
APR 14 1977
ROAD
DESIGN
SECTION

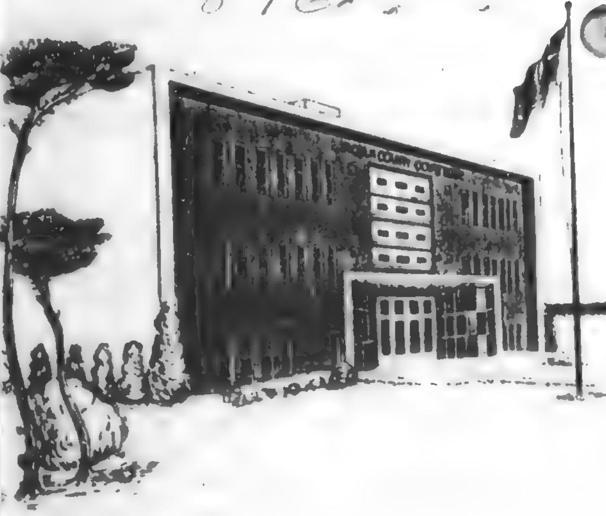
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

8768.

FAS ~~Overlay~~

REGION 2 ENGINEER
RECEIVED
APR 23 1976
RE ACE RME RTE RQE
ULE BEO RFO ROC RFK

nos. #146



Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN
Newport, Oregon 97365

20 April 1976

Mr. Philip O. Stearns
Region 2, Federal Aid Engineer
2960 E. State Street
Salem, OR 97310

Re: North Bank Road -
F.A.S. Overlay Project
and Delay of Yachats -
Reedy Creek Project

Dear Phil;

Lincoln County will accept the responsibility for overlaying the North Bank Road #2, F.A.S. #146 with 2" of modified Class C asphaltic concrete without further base stabilization.

In reference to the contract for base asphalt on shoulders and the overlay, it is our desire that the contract call for the contractor to cut the shoulder rock down prior to laying the asphalt. This rock should be pushed out on the shoulders where it can be used for shoulder rock after completion of the contract.

The County will establish a centerline for paving, will stripe, sign and furnish and install guard rails after contract is completed as well as smooth up the graveled shoulder.

Lincoln County requests deferral of the Yachats - Reedy Creek F.A.S. #152 overlay project until summer of 1976-77, since we will be unable to prepare the road at this time.

Respectfully,

Joseph D. Steere
COUNTY ENGINEER

JDS/aec

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 26 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard
Reed
Cole
Sample
✓ Eriksen F.E. ✓
Watson
Wolfe
Hager
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8768

8

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 13, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon RS-A-522(1)
Addendum-Project Assessment
Yachats-Reedy Creek Sect.
Lincoln County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment addendum submitted with Mr. Rulien's April 5 memorandum has been reviewed.

We concur that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
APR 14 '77
[illegible] TO
Rulien
FOR

8768

FAS 152

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 5, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Yachats-Beamer Creek
Yachats River Road
[redacted]
Lincoln County

TO: MEMO TO THE FILES

The County approves the plans and will submit signed copy by April 12, 1977. County trying to have right-of-way cleared by the same date.

County expects to complete grading by mid-June, 1977. Specifications should notify contractor that the County may be doing some grading and/or drainage during his contract.

Plans are complete and project is scheduled for May 26, 1977, bid opening.

LKW:az
cc: A. Brummitt
Phil Stearns

1 Versteeg ✓
Olson
2 [illegible]
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 06 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

4-1-77

8768

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO *RS-A522(1)

STATE PROJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-77

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-1-77

FEDERAL ROUTE NUMBER Secondary A552

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Yachats-Beamer Creek Section"

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change and Revise cost for PE to TEC $10,000 - FF 8,580.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Rulien's 3-29-77 letter, I approve the program change as follows:

1) Project Location: Change to read "Co. Rd., E.C. L. Yachats, E. 3.64 miles" (this accommodates the easterly extension of 1.44 miles).

2) Project No: Change to read "RS-A522(1)" because of system realignment. (old number RS-146(3)).

3) Route No: Change to read "FAS-A522" (see number 2).

4) Miles: Change to read "3.64".

5) Estimated Project Cost by Phases:

P.E. ---	TEC $10,000	FF $ 8,580
	285,000	244,500
	$295,000	$ 253,080

6) Change project name to read "Yachats-Beamer Creek Sect".

DATE 4-1-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8768

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 30, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Addendum
Project Assessment
Yachats-Reedy Creek Section
Lincoln County

NOTED
E. S. HUNTER

The project has been extended an additional 1.23 miles east from Reedy Creek to Beamer Creek. Work on the additional section will be of the same magnitude as presented in the original assessment dated November 10, 1975. Grading and laying of rock base will be done by Lincoln County with county funds. F.A.S. funds will be used only for paving which will be done by a contractor.

It appears now that some additional right-of-way will be required. Approximately 5 acres over the length of the project, made up of narrow 10 to 15-foot strips beyond the existing right-of-way lines maybe required. All land is farm land or steep timber lands. Right-of-way will be purchased with county funds. Impacts from this action are expected to be minimal.

Several small creeks cross the roadway. All are carried in pipes or culverts. Widening will require extension of some culverts. This will be done by the county and will be coordinated with the Fish and Wildlife Department.

It has been determined that the proposed effects of additional paving on the human and natural environment, would not be significant. It is therefore recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:cjh

Attachment

cc: E. S. Hunter
John Sheldrake w/attach
Eddie Welsh w/attach
Bill Kappus-FHWA w/attach

RECEIVED
STATE HWY ENGR
MAR 31 '77
REFER TO
FOR
Info Invs R/D D/R Sum Act File

8768

3-25-97

Called Ramjoue in regards to Assessment on this project being extended. - He Stated he would go over the Project and Get Something over to the Feds. - Told Joe Gaither (as he was inquiring), He is making a minor Program change to cover the additional length.

8768

STATE OF OREG

INTERO CE MEMO

FAS-L

TO: MEMO TO THE FILES

DATE: March 7, 1977

Robert H Prange

FROM: Robert H. Prange
Local Programs Manager

SUBJECT: Yachats E.C.L.-Reedy Creek Section
Yachats River Road, FAS A-522 (Formerly FAS 152)
Lincoln County

On September 24, 1975 the Oregon Transportation Commission approved the subject project at an estimated cost of $150,000.

The field survey has been completed and, at the request of the county, the project was extended approximately 1.23 miles making a total length of 3.73 miles.

The section name was changed to Yachats E.C.L.-Beamer Creek, with a total estimate cost of $281,500.

The county is sending a letter varifying that they wish to include the additional distance in the project and that they have the funds to match the increase in cost.

RHP/HR:sch

c.c. DE Swan
J.H. Versteeg
Frank Terpin

①

NOTED
MINOR C. HOLMES

81-125-1387

8768

Board of County Commissioners
ANDY ZEDWICK, CHAIRMAN - JACK W. POSTLE - ALBERT R. STRAND

COUNTY OF LINCOLN

Newport, Oregon 97365

March 2nd, 1977

REGION 2 ENGINEER
RECEIVED
MAR 0 3 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
Region 2 - Federal Aid Engineer
2960 S. Estate Street
Salem, Oregon 97310

Dear Sir:

In regards to the request for a letter by our County Engineer to be written to you, in the matter of a correction on the application for F.A.S. funding of the Overlay paving on Yachats River Road:

We are in agreement that the 3.8 miles described as Yachats to Beamer Creek section with an estimated cost of $281,500.00 would be the intent of the Board.

Best Regards,

LINCOLN COUNTY BOARD OF COMMISSIONEERS

Andy Zedwick
Chairman, Andy Zedwick

Commissioner, Jack W. Postle

Albert R. Strand
Commissioner, Albert R. Strand

PROJECT MANAGEMENT
MAR 4 '77
REFER TO:
FOR
☒ Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me

c.c. J.H. Verstaeg
Frank Terpin
C.T. Keasey
J.B. Boyd
Phil Stearns
D.E. Swan
Ben Gifford
ARS:j

HAL-FRED

P 76X

ORE_ON STATE HIGH_VAY DEPARTME_
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

tion Yachats-Beamer Creek Unit
ghway Yachats River Road County Lincoln Prefix 521-1974-905
ngth 19,700' Designer C. Barner Draftsman Date 11/22/76
gned Title

Grading & Drainage	$ 47,928
Surfacing	$ 200,072
Extra Work	$
Total Extra Work	$
TOTAL	$ 248,000
+ ~~20%~~ 13½% Engineering and Contingencies	$ 33,500
Structures	$
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 281,500

Called Phil
He will Contact County 11/23/76
County said
OK 12/22/76
Informed Lyle Watson

1900

2/1/77
Phil is checking
with county about
length of job -
3.7 or 2.5
miles

This project went to the ODOT
Comm as the Yachats - Ready and Santa
with the consent of the county it is not now
to be called Yachats - Beamer Crk.
Hwy
It is approx 1 mi longer.

150,000

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Yachats - Beamer Creek County Lincoln Prefix 521-1974-905
Highway Yachats River Road Date 11/24/76
Length 19,700 Miles 3.73 Designer C. Barner

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization	All	(8%)	100%	18,388	18,388
Temporary Protection and Direction of Traffic	"		100%	11,840	11,840
Class "B" or "C" Asphalt Concrete	Ton		3,418	19	64,942
Class "E" Asphalt Concrete	"		4,197	20	83,940
Asphalt Cement in Mixture	"		516	90	46,440
Portland Cement Additive	"		42	75	3,150
Asphalt in Tack Coat	"		8	200	1,600
Extra for Asphalt Approaches	Each		34	100	3400
Preparation of Shoulders	All		100%	14,300	14,300
Preliminary Prices from George Sanford 11/22/76.					

TOTAL 248,000

8768

fas 152
Linc Co

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Yachats E.C.L.-Reedy Creek
Highway: F.A.S. 152
County: Lincoln
Prefix: 521-1974
Res. Engr: H. H. Patterson

Date November 17, 1976
Ten Year
Traffic Coefficient 6.6
18 kip s.a. per day 18.0
R value 7
Frost Penetration - - - -
CBE Total Requirement 21.5"

RECEIVED
COUNTY & CITY SECTION
NOV 19 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ OE
☑ OPE ☒ CE ☑ RE ☑ RPE ☐

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT	
3.5"	A.C. (Future Staging)	7.0	
1.5"	A.C.W.S. (Cl. E)	3.0	
3.0"	A.C.B. (Cl. C)	6.0	
9.5"	A.B.	9.5	
17.5"		18.5"	Present
		25.5	Future

*EXISTING ROADWAY

3.5" A.C. (Future Staging)
1.5" A.C.O.L. (Cl. E.) with an extra allowance (1.0") for leveling (Cl. C.)

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

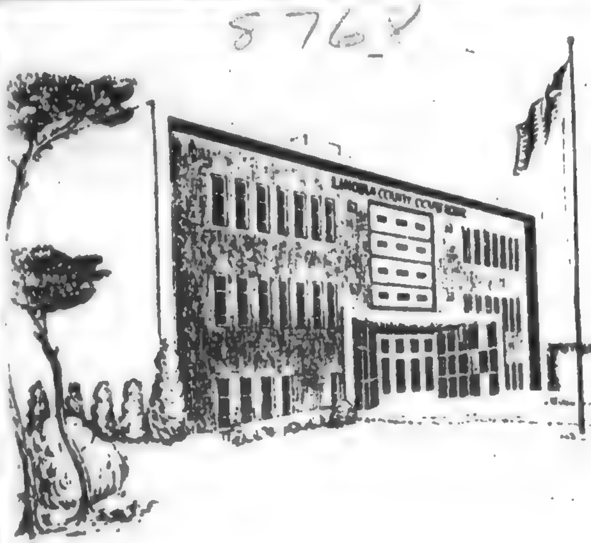
F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

*Deflection measurements indicate that for a Ten Year Design Period five inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the additional stages to be placed at some future date depending upon visual inspection and deflection measurements. The Future Staging shown for "New Work" is controlled by the requirements of the "Existing Roadway."

8768

FAS 152, Lincoln Co.
FAS 146, " "

REGION 2 ENGINEER
RECEIVED
APR 23 1976
RE ACE RME RTE ROE
ULK GEO RPO ROC RFE



Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN

Newport, Oregon 97365

20 April 1976

Mr. Philip O. Stearns
Region 2, Federal Aid Engineer
2960 E. State Street
Salem, OR 97310

Re: North Bank Road -
F.A.S. Overlay Project
and Delay of Yachats -
Reedy Creek Project

Dear Phil:

Lincoln County will accept the responsibility for overlaying the North Bank Road #2, F.A.S. #146 with 2" of modified Class C asphaltic concrete without further base stabilization.

In reference to the contract for base asphalt on shoulders and the overlay, it is our desire that the contract call for the contractor to cut the shoulder rock down prior to laying the asphalt. This rock should be pushed out on the shoulders where it can be used for shoulder rock after completion of the contract.

The County will establish a centerline for paving, will stripe, sign and furnish and install guard rails after contract is completed as well as smooth up the graveled shoulder.

Linceln County requests deferral of the Yachats - Reedy Creek F.A.S. #152 overlay project until summer of 1976-77, since we will be unable to prepare the road at this time. — File

Respectfully,

Joseph D. Steere
COUNTY ENGINEER

JDS/aec

Prang

Copies To:
C. Lossy
F. T[illegible]
H. V[illegible]

5768

fas 152
Lincoln Co

March 17, 1976
(date)

Mr. Joseph Steere
County Engineer
Lincoln County
Courthouse
Newport, OR 97365

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 152, Yachats River Road

Section Yachats E.C.L.-Reedy Creek Section: Paving

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

3/23/1976
(date)

By Albert R. Strand

By Jack H. Rose
Commissioner

By Andy Zedwick
Commissioner

cc: Duane Ridings

8768

NARRATIVE REPORT OF SURVEY

Yachats ECL - Reedy Creek Sec.
FAS 152
Lincoln County

HISTORY:	This project was selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.
TERMINI:	Station 10+00 to 207+00, Length = 19,700 ft. or 3.73 miles. NOTE: An apparent misunderstanding resulted in a length of 2.5 miles having appeared on both the Authority for Survey and the Project Environmental Assessment.
ALIGNMENT:	Uses existing alignment. Curvature noted on the straight-line map is approximate only, having been calculated from chord/offset ratios.
TYPICAL SECTION:	Existing road (average width of 20.5 ft.) will be widened with dense graded A/C to 22 foot width. Overlay will be open-graded, 2" thick, per request of County Engineer. An allowance of ½-inch has been included for levelling the existing surface (with class C mix).
STRUCTURES:	None on the job.
MATERIAL SOURCES:	Commercial paving plants at Waldport or at Newport. Aggregates would be from Eckman Creek Quarry or from Yaquina Head Quarry.
AIRPORTS:	None affected.
PARKS:	None affected.
HISTORICAL SITES:	None affected.
RAILROADS:	None affected.
UTILITIES:	All conflicts to be resolved by the County prior to construction.
RIGHT OF WAY:	No additional R/W required.
AGREEMENTS:	Required with Lincoln County, FHWA approval required.
SIGNING:	Temporary signing during construction only, as required. Permanent signing is the responsibility of the County.
COST:	Total estimate is $~~180,900~~ 186,462, or ~~$48,499~~ 49,990 per mile. This is 24% over the county estimate of $150,000.

Special Provision notes:

#1) Mobilization (Spec 110): It is my opinion that this should be considered incidental work for which no separate payment will be made.

#2-5) Temporary Protection and Direction of Traffic (Spec 111): Standard Specifications are adequate. Note that small size signs are specified due to the low traffic volume involved.

#6) Class C Asphalt Concrete (Spec 403): This material is for widening and levelling. The widening will consist of strips less than two feet in width and cannot be done by using ordinary paving lay-down equipment. Special provisions should allow placement by blade grader. The compaction spec should be deleted and designate rolling to continue until roller wheel marks are no longer discernable. There should be no separate payment for the bituminous cement.

#7) Class E Asphalt Concrete (Spec 403): Current Special Provisions should be sufficient. Payment on the single unit basis is recommended in order to reduce measurement problems associated with a commercial plant. These problems would be less likely to occur, however, with the Class E mix than with the Class C mix.

#8) Asphalt in Tack Coat (Spec 407): Standard Specifications are OK. A light (.03gal/square yard) of RS-1 is recommended, subject to revision to accomodate conditions at the time of application.

#9) Extra for Asphalt Approaches (Spec 610): Standard Specifications are sufficient.

Misc: Grading and base work is to be accomplished by the county prior to the award of the contract.

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 521-1974 Highway FAS 152 Section Yachats ECL - Reedy Creek

Highway Class E Date 3-1-76

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map [redacted]. (Straight-line)
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☐	☐	☒	g. Location Profile.
☐	☐	☒	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. [redacted] Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☒	☐	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☒	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature H. H. Batterson
Locating Engineer

Address P.O.Box 37, Newport, 97365

Form E-368—2M—7-60

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date 3-1, 1976. County Lincoln

Section Yachats ECL - Reedy Creek Highway FAS 152

Length 3.73 miles. Limits . . . . Sta. 10+00 to Sta. 207+00

Type of improvement Pavement Widening and Overlay

Surveyed by H. H. Patterson Year 1976

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. [redacted] No.	[redacted]. Quarry No.
1	X		Q		0.60		137.64	Yaquina Head Quarries	9	21-8-2
2	X		Q	0.81			136.55	OSHD (Iron Mtn)	9	21-4-2
3	X		Q	0.55			136.79	Tidewater Crushing Co.	9	21-3-2
4	X		Q		2.0		2.62	Eckman Creek Quarries	27	21-6-2

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

a. Descriptions and maps required for above submitted NA, 19.

b. Hauling roads required? . Data submitted NA, 19.

c. Are all required sites included? . Balance when? NA

Signed
Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

SP*23977-734

LOCATION COST ESTIMATE AND QUANTITY SUM

SECTION Yachats E.C.L. - Reedy Cr. UNIT OR PART ________ - ________ S

HIGHWAY Yachats River Road PREFIX 521-1974 COUNTY

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTIT
1	110	Mobilization	Lump Sum	All
2	111 (a)	Temp. Protection & Direction of Traffic	Lump Sum	All
3	111 (b)	Temporary Signs	Sq. Ft.	209
4	111 (o)	Flagmen	Hour	208
5	111 (p)	Pilot Car	Hour	64
6	401.83	Class "C" Asphalt Concrete	Ton	2,124
7	401.83	Class "E" Asphalt Concrete	Ton	5,565
8	407	Asphalt in Tack Coat	Ton	6
9	610	Extra for Asphalt Approaches	Each	34
		Subtotal		
		Engineering & Contingencies	@ 20%	
		Total		
		Cost Per Mile = 186,462/3.73		
		= $49,990		

TION COST ESTIMATE AND QUANTITY SUMMARY

March 10, 1976

.L. - Reedy Cr. UNIT OR PART - Sheet 1 of 1

ver Road PREFIX 521-1974 COUNTY Lincoln

ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
Mobilization	Lump Sum	All	6%	8,795
Temp. Protection & Direction of Traffic	Lump Sum	All		1,000
Temporary Signs	Sq. Ft.	209	9.50	1,986
Flagmen	Hour	208	16.00	3,328
Pilot Car	Hour	64	18.50	1,184
Class "C" Asphalt Concrete	Ton	2,124	15.45	32,816
Class "E" Asphalt Concrete	Ton	5,565	18.40	102,396
Asphalt in Tack Coat	Ton	6	80.00	480
Extra for Asphalt Approaches	Each	34	100.00	3,400
Subtotal				155,385
Engineering & Contingencies	@ 20%			31,077
Total				186,462

Cost Per Mile = 186,462/3.73

= $49,990

8768

fas 152
Linc. Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-146(3)

STATE PROJECT NO.: Yachats ECL-Reedy Creek

COUNTY NAME: Lincoln

PROGRAM NO.:

ITEM NO.: RS-77

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon 1-27-76

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-27-76	1-27-76	Secondary Route 152
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road - ECL Yachats East 2.2 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and High Type Paving

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $7,700
Federal-funds $6,000
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-27-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-5-76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000 - Federal funds $117,200 in accordance with the provision of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970 this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-27-76	G. K. Hosmer for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHW
Oregon

BY (Signature)
L. W. Ru

TITLE
Project

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR
					Location
77	RS-146(3)	2.2	157,700	123,200	Yachats ECL-Reedy Creek Section. Lincoln County State of Oregon

REMARKS (Division)

RECOMMENDED		AP	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AN
		1-26-76	G. L. G

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 1-27-76
BY (Signature) L. W. Rulien's letter of 1-5-76	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ____________

STAGE 2

ITEM NOS. ________ THRU ________

OS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
	2.2	157,700	123,200

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Yachats ECL-Reedy Creek Section. Lincoln County State of Oregon	Preliminary Engineering and high type pavement

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COORD. ☐ AE ☐

RECOMMENDED	APPROVED	
IGNATURE AND TITLE	DATE 1-26-76	SIGNATURE AND TITLE / G. L. Green, Division Administrator

uthorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
eral Government to provide Federal funds for the undertaking.

GPO 918-890

8768

January 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-146(3)

We are submitting program data for one project, Item No. 77, Project No. RS-146(3), "Yachats E.C.L. -Reedy Creek Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request concurrent with Program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $7,700 with federal funds of $6,000.

It is understood your approval of the program will result in an obligation of $157,700 in total cost and $123,200 in federal funds.

DRH:re

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-

1-5-76

CARD 2

REPORT NUMBER (19) 1 (20)

PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., E.C.L. Yachats E. 2.2 miles. 65

ADT PRESENT 100 DHV-12 FUTURE 300 (66)

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 P.E. & H.T. Pavement 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

CARD 4

CLASS OF FEDERAL FUNDS Rural Secondary

NAME OF URBAN AREA – –

17-31

COUNTY NAME

ROUTE NO. S

ESTIMATED P

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL
5										
1	(14-15)	16	41	42	43 46	53		(54) (55)	(56) (66)	(67)
5					**PE**		Co. Rd., E.C.L. Yachats E. 2.2 miles.	2.2	7,700	6,000
5					**ROW**					
5					**CONST** (CODE) 6201		"Yachats E.C.L.- Reedy Creek Section"	2.2	150,000	117,200

CARD 1 CODE 1

PREPARED BY DRH

PROJECT TOTALS 2.2 157,700 123,200

(16) (23) (24)

1 14 PROGRAM APPROVAL DATES

FEDERAL-AID PROGRAM DATA

ADT	PRESENT 100 DHV-12	FUTURE 300	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075

ITEM NO. 77

AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) RS- | NUMBER 146 | SEQ. NO. (3)

I. Projects Only: POST MI. | DESIG.

COUNTY NAME: Lincoln CODE 041

ROUTE NO. S FEDERAL-AID 152 | STATE Co. Rd. | U.S. --

PROGRAM STAGE ☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

ILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
.2	7,700	6,000	1,700	--	P.E. all phases; Const. H.T. pave. 2-11' lanes with 4' shoulders and other incidental work common to this type of project.
2.2	150,000	117,200	16,400	16,400 (Co.)	R.O.W.-60 Min; Access Control - none Parking restrictions none.
2.2	157,700	123,200	18,100	16,400 (Co.)	

REMARKS

-OVER-

Yachats E.C.L. Reedy Creek Section

Project No. RS-146(3)

Existing Facility:
Roadway -- 20-foot bituminous surface with 4-foot shoulders.

Adjacent Sections:
West End -- 20-foot bituminous surface with 4-foot shoulders.

East End -- 20-foot bituminous surface with 4-foot shoulders.

Project Data: Work for this project consists of the following:

(1) All phases of Preliminary Engineering.

(2) Construction on existing alignment to provide for a roadway facility consisting of two 11-foot lanes high-type pavement with 4-foot shoulders and other incidental work common to this type of project. Roadway has been previously widened by County forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreement.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

FAS 152
Lincoln Co

OREGON STATE HIGHWAY DIVISION FILE: PRO 4-3
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 11, 1975

FROM: L. W. Ru[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Yachats-Reedy Creek Section
Yachats River Road
County Road #804
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attach.

ESH 12-12-75.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

DEC 12 '75

RECEIVED
COUNTY & CITY SECTION
DEC 22 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Original Sent to Ramjove 11/5/75 THR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-146(-)
Yachats-Reedy Creek Section
Yachats River Road
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 13 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

DEC 9 '75
REFER TO
Rulien
✓

cy Schneider

DEC 10 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 10, 1975

A. PROJECT IDENTIFICATION

Name of Project Yachats-Reedy Creek Section (Section) RS-146(-)

Location of Project Yachats River Road; County Road #804 (Highway Name) FAS 152 (Highway No., US - ORE)

(City) Lincoln (County) 2 (Region)

Program FAS-C (Funding) $150,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve traffic safety and/or highway capacity by widening traffic lanes and shoulders. Minimize maintenance problems.

Origin and History: Citizens Road Advisory Committee gave this project a high priority, June 1975, as a result of complaints from residents and truckers about inability to maintain log trucks right-of-center because of width.

C. DESCRIPTION OF PROJECT

Length 2.5 miles

Termini Begin Yachats easterly city limits and end M.P. 4 near Reedy Creek at beginning of existing 22-foot pavement width.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 60-foot right-of-way. Established by resolution in 1890. No new right-of-way required.

Typical Section Existing--9-foot traffic lanes; 2' gravel shoulders.
Proposed--11-foot traffic lanes with 4' gravel shoulders.

Structures None

Characteristics (ADT) ADT 203 vehicles--all types. Normally this road has high percentage of truck traffic. No large increase in traffic anticipated.

Other General Information (or Supplemental information to items)
Complete road closure not feasible--no detours available.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Eddie Welch 12/14/77
FHWA concurs that
hearing not required for extension
to Beaver Creek.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

This is a generally narrow valley following the Yachats River. There are several large cattle farms and a few smaller acreages developed. There are no apparent residential-type developments. Much of the hill land is U.S.F.S. ownership and most log hauling is from U.S. timber sales.

Bottom lands are a combination of well drained with river gravels. Sub-surface to heavy clay soils that are practically impermeable. This Yachats River is a popular Salmon and trout fishing stream; the clearings and forest are elk ranges and hunting is another popular recreation in season.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Noise and air pollution are not expected to increase as a result of this project.

Power and telephone lines may be involved on this project as well as Yachats Water District lines are within the right-of-way on the westerly portion of the road.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None--existing only

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated

Consequences:

3. Estimated Changes in Land Use:

None anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Some local temporary siltation from construction in banks and on shoulders.

Consequences:

Temporary increase in stream turbidity.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None
Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Areas of roadway immediately adjacent to Yachats River may be of some concern because of temporary siltation due to disturbing stabilized road banks, etc.

7. Potential for Controversial Issues:

Increase of speed

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other______________________

8768

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-146(-)
Yachats-Reedy Creek Section
Yachats River Road
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 13 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
ST. HWY ENGR

DEC 9 '75

REFER TO
Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

cy Schroeder

NOTED
R. L. SCHROEDER

.....8768

Form E-39 (Rev. 9-71)

fas 152
Lincoln Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Yachats ECL - Reedy Creek

Highway Yachats River Road FAS 152

County Lincoln

Date Oct. 9, 1975

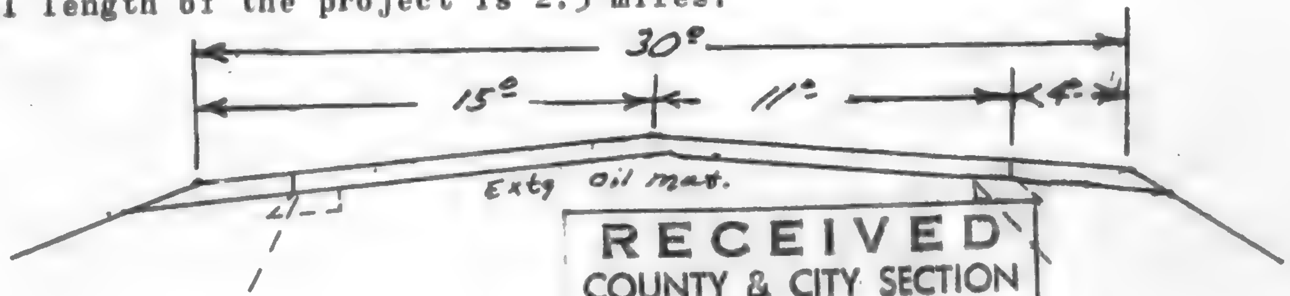
Authorization No. 1

Survey Prefix 521-1974 (Assigned by Salem office)

Description of termini, route, length, etc.:

This project begins at the east city limits of Yachats and ends at Reedy Creek.

Total length of the project is 2.5 miles.



RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate for paving project.

Estimate of cost:

Field	901	1,100
Plans	905	2,500
Soils	910	3,500
Proj. Mgt	920	100
Specifications	921	400
Environmental	923	100

RS-146 (3)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $7,700

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by: James E. Chaney
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Victor D Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 1-27-76
FED. AID FAS-C STATE

8768

8

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

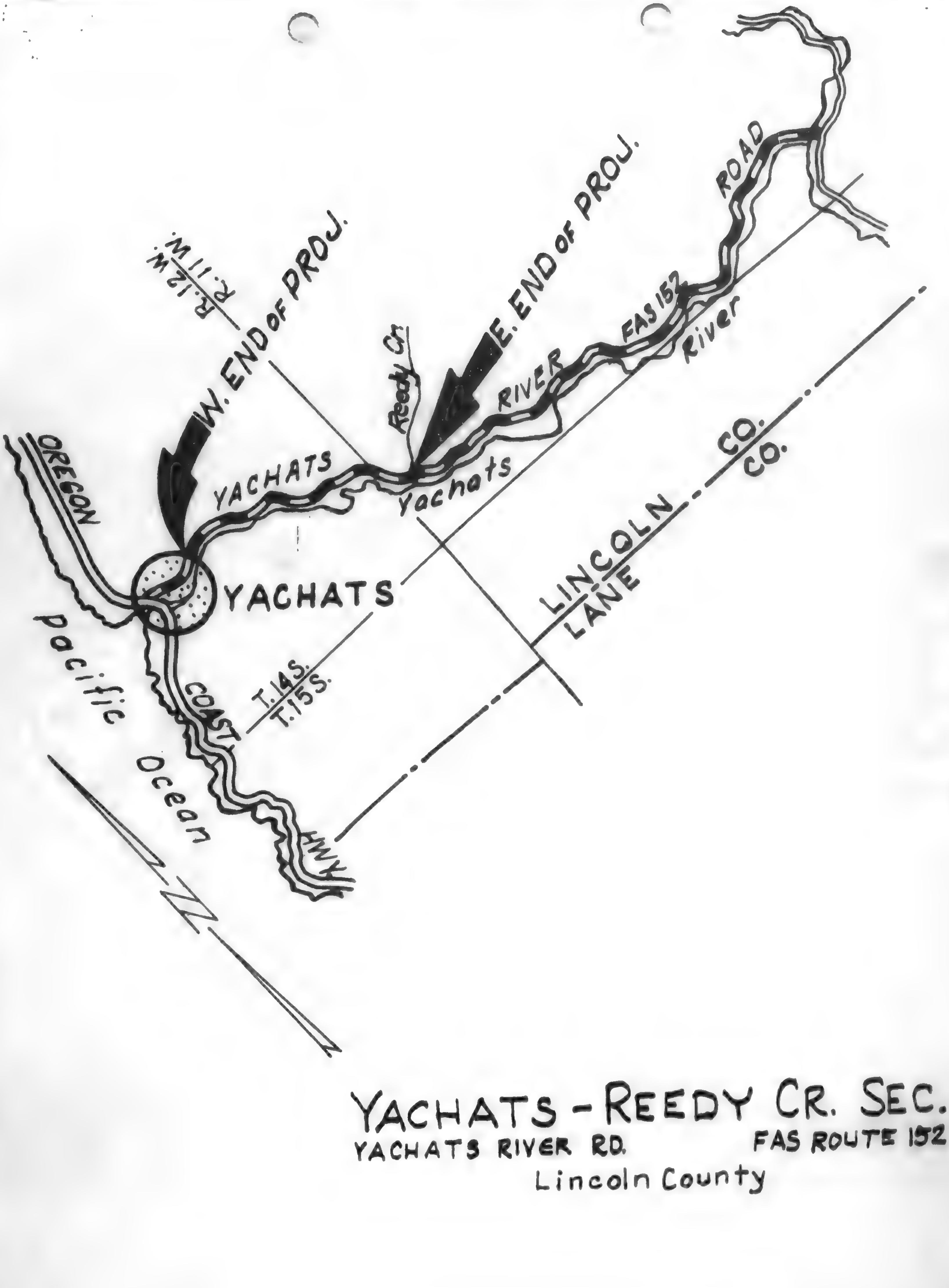
LINCOLN COUNTY
Propose FAS Project

FAS 152
Yachats River Road, Yachats E. City Limits-Reedy Creek Section
A.C. Paving
$150,000
Approximately 2.5 miles

This project is to pave an existing roadway with A.C. Roadway is to have a top width of 30'. Contractor is to place two 11' travel lanes and county will finish the gravel shoulders.

Lincoln County has widened and improved the roadway with their own forces. This project is to place the wearing surface only.

75-g
9/9/75



YACHATS - REEDY CR. SEC.

YACHATS RIVER RD. FAS ROUTE 152

Lincoln County

8768

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lincoln FAS No. 152 Date 4-4-75
County Road Name Yachats River Road
Section Name Yachats to Reedy Creek
Type of Project A/C Overlay
Location of Project (Attach sketch map) ____
ADT 203 Design Speed 35-45 MPH

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A/C Class B Total Travel Width 22'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 4'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 30'

3. Grading & Drainage:
By County X County Date of Completion 7-1-76 By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes ___N/A___ No ___X___
If answer is No, which of the following applies?
Contrary to public safety ________ Cost excessive to need or use ___X___
Sparse population ___________ Area exempt from bike law ___________
What is desired width of trail or walkway ___________ ft.
What type of surface treatment is desired ______________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ________ No ________
What type of separation from roadway will be used? ______________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes ________ No ________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ________ No ___X___

12. Will replacement be by: County ________ Contract ________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish State to permanently stripe project? Yes ____ No ___X___

19. Will County do striping? Yes ___X___ No ____.

20. Does County wish guardrail installed? Yes ____ No ___X___

By County ________ Contractor ________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No ___X___
By seeding and mulching Yes ____ No ____
By rock blanket Yes ____ No ____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ____ No ___X___

23. Can through traffic be detoured? Yes ____ No ___X___

24. Must new detour be constructed? Yes ____ No ___X___

25. Will detour be constructed and maintained by County? Yes_____ No__X__

26. Will detour be constructed & maintained by Contractor? Yes_____ No__X__

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No__X__

30. Should State do permanent signing? Yes_____ No__X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired_____________________________
____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain This is an overlay and widening project only
County will prepare shoulders and repair drainage prior to project.
____

Remarks re Section I:____
____
____
____
____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____________________________________

2. Name of bridge____

3. Dimensions of existing bridge. Length_______ Roadway Width_______

4. Type of design and material used in existing bridge.___________________
____
____

5. Location (please attach map with location marked):__________________
Section_________ Township_______________ Range_______________ W.M.

6. Desired width of proposed bridge_______________ Approx. length__________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream___________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain____
____
____

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type_______________ Width_______________
Shoulder surface: Type_______________ Width_______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__________ No__X__
   By Consultant? Yes__________ No__X__
   By County? Yes__________ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__________ No__________

3. Construction plans and specifications to be prepared:
   By State? Yes__________ No__________
   By Consultant? Yes__________ No__________
   By County? Yes__________ No__________

4. Does County desire center line to be permanently monumented as part of project? Yes________ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes________ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 50'

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Central Lincoln P.U.D.
Pioneer Telephone Co.

13. Are utilities on existing right-of-way by permit X or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: _______________ (Left) _________________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ______ Range _____ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V Paving contractor to furnish materials

VI. FINANCIAL DATA

1. Estimated Cost: $ 150,000.00

2. Available FAS Funds $ 300,000. est.

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ________

4. Date match money is available on demand

5. Will there be any 100% County money? Yes X No ____

6. Maximum amount of 100% County money available: $ 20,000.00

7. Date County requests letting: Summer, 1976

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Jack W. [illegible]
County Judge or Comm. Chairman

By Albert R. Strand
County Commissioner

By Andy Zedwick
County Commissioner

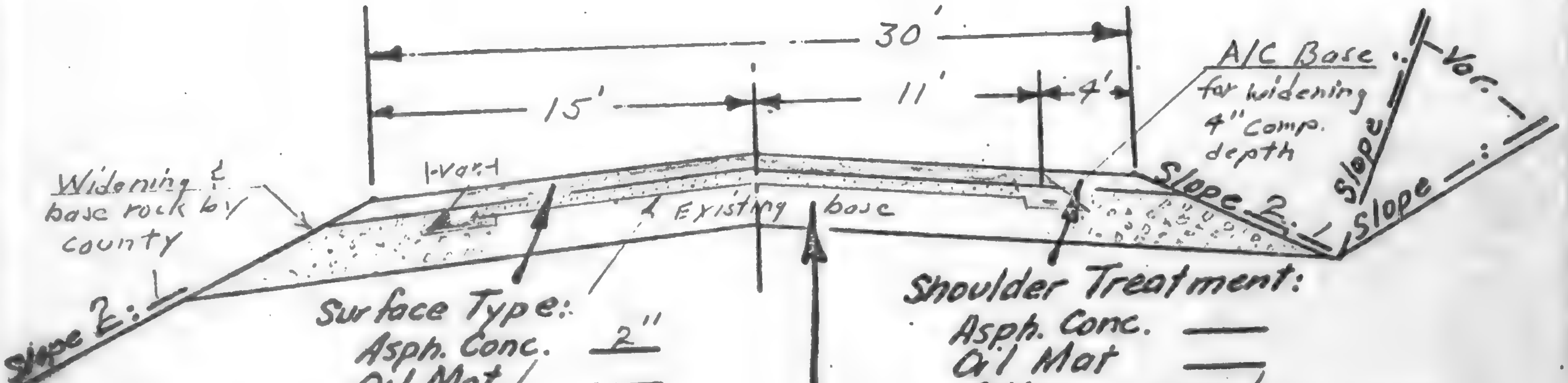
By ________
County Engineer or Roadmaster

County Lincoln
Date ________

____
O.S.H.D. Field Engineer

Date ________

TYPICAL SECTION

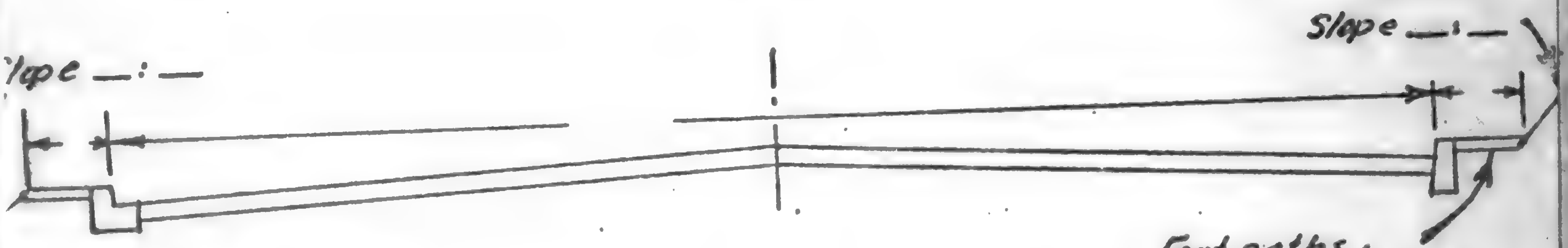

30'
15'
11'
4'
A/C Base for widening 4" Comp. depth
Var.
Slope
Slope
Slope 2
Widening & base rock by county
1-vart
Existing base
Slope 2:

Surface Type:
Asph. Conc. 2"
Oil Mat / ____
Other ____

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other gravel

Existing 0-11 /

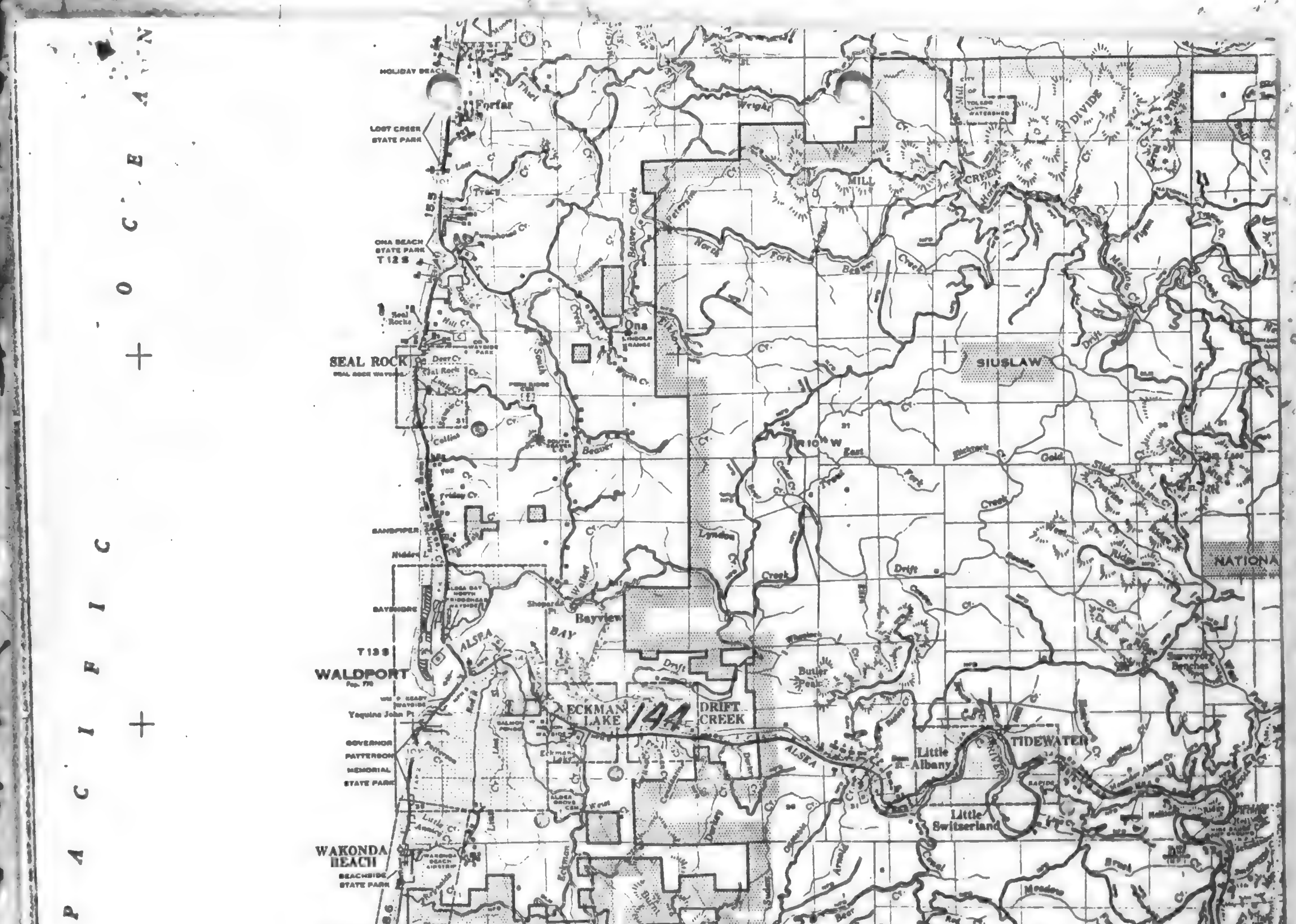
Type of Base:
Pit or Quarry Run ____
Crushed Stone X
Asph. Treated X
Cement Treated ____



Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____

P A C I F I C   O C E A N
HOLIDAY BEACH
Forfar
LOST CREEK STATE PARK
ONA BEACH STATE PARK
T12S
Seal Rock
SEAL ROCK
Ona
SANDPIPER
BAYSHORE
ALSEA
BAY
Bayview
T13S
WALDPORT
Yaquina John Pt.
GOVERNOR PATTERSON MEMORIAL STATE PARK
ECKMAN LAKE
144
DRIFT CREEK
ALSEA
Little Albany
TIDEWATER
Little Switzerland
WAKONDA BEACH
BEACHSIDE STATE PARK
San Marine
T14S
Eckman Mtn
Crotchline Saddle
Desolation Saddle
Blodgett Pk
Kerby Mtn
Green Mtn
Cannibal Mtn
Denzer
Butler Peak
Surveyors Benches
Fisher
MILL CREEK
DIVIDE
SIUSLAW
NATIONAL
R10W
R11W
R12W
FAP-2
YACHATS
Proposed Project
152
CAPE PERPETUA
T15S
CAPE RIDGE
LANE
COUNTY
124 10
124 05
124 00
123 55
123 50

. 8769 1st Ave.-6th Ave. (Albany) 1978
. Sec. of Albany-Corvallis Hwy.
. (Traffic signal installation)

C x A 6547 6-8-78
C x A 6487 6-8-78

8769

CON 5
#8769

October 5, 1979

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Attention: Bond Department

Gentlemen:

Contract No. 8769 awarded to Linnco Electric Company for a traffic signal installation on the 1st Ave.-6th Ave. (Albany) Section of the Albany-Corvallis Highway in Linn County was completed on August 1, 1979 and accepted by the State Highway Engineer on October 3, 1979.

Final payment in the amount of $6,006.41 will be released to the contractor after October 10, 1979. The total contract amount is $120,644.97 including $516.84 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rle

cc: Linnco Electric Company
910 East Queen
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8769 2

~~ROBERT W. STRAUB~~
GOVERNOR
Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1979

~~Linnco Electric Company~~
~~Post Office Box 925~~
~~Albany, OR 97321~~

Gentlemen:

Time Extension Request
1st Ave.-6th Ave. (Albany)
Contract No. 8769

Your request for additional contract time in order to accomplish the changes required by Price Agreement No. 3 has been reviewed and 27 additional calendar days are hereby granted. The contract time is therefore amended to 367 calendar days. This will eliminate all liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter (w/att.)
C. O. Fredrickson
Jack Martin
Bob Church

RECEIVED
STATE HWY ENGR
AUG 31 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8-31
cy: Dick Hack

Form 81-734-3123 (Rev. 7-77)

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
AUG 29 1979
CONSTRUCTION BRANCH
Rich
Berg
Inloes
Gebauer
Church

OREGON STATE HIGHWAY DIVISION

FILE: 22-1140

INTER-OFFICE CORRESPONDENCE

August 28 , 1979
Salem, Oregon

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: **Time Extension Request**
1st Ave, 6th Ave, (Albany)
Section
Albany-Corvallis Hwy
Linn County
8769

You will find attached Linnco request for an increase in the number of work days to complete the above captioned construction contract dated July 27, 1979, along with a copy of Resident Engineer, Jack Martin's, letter to this office dated August 21, 1979. This material requests an additional 30 days be granted to the contractor for the additional work required by Price Agreement No. 3.

Price Agreement No. 3 was entered into to compensate the contractor for furnishing six vehicular traffic signal heads for the intersections of 2nd Ave. and Ellsworth and 2nd Ave. and Lyons St. The original contract did not require new signal heads at these two intersections, but the city of Albany in their May 10, 1979, letter to Jack Martin requested that new signal heads be installed at these two intersections.

On May 15, 1979, we received advance approval to proceed with Price Agreement No. 3 and the contractor proceeded to order the necessary materials on that date. These materials were received on July 3, 1979 and their installation was completed on August 1, 1979; 29 days later.

The 120 day time extension for work performed on Price Agreements No. 1 and 2 was granted on June 19, 1979, and expired at the end of shift on July 5, 1979.

The delivery time for the materials for Price Agreement No. 3 was seven weeks and the installation time was 29 days which overran the authorized time extension by 27 days.

Although no documentary evidence is attached to this transmittal varifying the material order date or the date it was received the lapse of time from May 15 until final installation of the signal heads on August 1 is normal for this type of work. It appears that this additional work was pursued in a timely manner and that an extension of time of 27 calendar days is justified.

I recommend 27 additional calendar days be granted to the contractor to complete this work which was not part of the origninal contract.

TWL/rgl
cc: Jack Martin

2ND [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Albany, Oregon
August 21, 1979

REGION 2 ENGINEER
RECEIVED
FILE:
AUG 24 1979
LE RE RCE RME RTE RCE GEO

Martin

FROM: J. [illegible] Martin
Resident Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Time Extension Request
1st Ave. - 6th Ave. (Albany)
Contract 8769

Herewith submitted is a second time extension request from Linnco Electric Company.

The originally specified time for completion was 220 Calendar days. This was increased to 340 Calendar days by virtue of extensive extra work added by Price Agreement No. 1.

The contractor cites extra work added by Price Agreement No. 3 as justification for the request of an additional 30 Calendar days.

Part of the work to be done under P. A. No. 1 called for the rewiring of the existing signals at two intersections. Shortly before the rewiring was to commence the City of Albany requested the antiquated signals be replaced.

Eventually P. A. No. 3 was executed. This agreement provided for the purchase of new signals, however, the cost of installation was to be provided for by P. A. No. 1 in lieu of its rewiring provision.

P. A. No. 3 forced a delay in much of the work covered by P. A. No. 1 that was not anticipated in the first time extension request.

This delay spanned the period from May 15th, the date of the prior approval of P. A. No. 3, to July 3rd, the date the new signal heads were received. Total time of the delay was 49 Calendar days.

All signal work was completed on August 1st, 1979. On this date the Calendar day overrun amounted to 27 days, the approximate time needed to complete the work after the signal heads were delivered.

It is recommended that the requested time extension be granted.

Attach: (1)

8769

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 1st Ave.-6th Ave. (Albany)

WEEK ENDING: August 4, 1979

SECTION PREFIX: 22-1140

HIGHWAY:

COUNTY: Linn

NAME OF JOB: 1st Ave.-6th Ave. (Albany)

KIND OF WORK: Traffic Signals

CONTRACTOR: Linnco Electric Co.

CONTRACT NUMBER: 8769

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: July 19, 1978

DATE WORK STARTED: September 5, 1978

ESTIMATED COMPLETION DATE: August 1, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 340

CALENDAR DAYS USED 367

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 108

PROJECT AUTHORIZATION: $ 137,910.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 124,910.75

ENGINEERING AUTHORIZATION $ 13,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 121,455.75

ENGINEERING COST TO DATE $ 14,308.00

DATE PROJECT WAS COMPLETED: August 1, 1979

ESTIMATED PERCENT: UNDERRUN 2.8 %

PERCENT OF AUTHORIZATION 110 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29		364		
MONDAY 30		365		
TUESDAY 31		366		
WEDNESDAY 1		367		Contract completed.
THURSDAY 2				
FRIDAY 3				
SATURDAY 4				

RECEIVED
AUG 6 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 30	No activity
TUESDAY 31	No acitivity
WEDNESDAY 1	Contractor poured remaining sidewalks @ 1st and Ellsworth. Contract completed.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contracted completed on Wednesday August 1, 1979.

SIGNED JMartin LOCATION Albany

J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

8769

8

June 19, 1979

Linnco Electric
910 East Queens
Albany, OR 97321

Gentlemen:

Time Extension Request
1st Avenue-6th Avenue (Albany)
Contract No. 8769

Your request for additional contract time on the above project has been carefully reviewed. An increase of 120 calendar days is granted due to the extra work added to the project. Delays in materials delivery were considered but not granted since the strike delays are not adequately supported; however, this time runs concurrent with the time granted for the added extra work and the question becomes moot.

If there are further questions in this matter, please contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
C. O. Fredrickson
Jack Martin
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8769

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 14, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
1st Ave.-6th Ave. (Albany)
Contract No. 8769

TO: H. S. Coulter
State Highway Engineer

The contractor on this project, Linnco Electric Company, has requested an additional 120 calendar days in which to complete the contract. Three items are submitted to support this request: 1) A strike by Northwest Pacific Railroad and a strike by the Independent Truckers, which delayed signal pole delivery; 2) Extra work added by Price Agreement No. 1; and 3) Extra work added by Price Agreement No. 2.

Data submitted does not adequately support the claim of pole delivery delays as being the result of strikes or labor disputes. No additional time is recommended for this reason.

Price Agreement No. 1 added substantial and significant work to the project. This Price Agreement added traffic signal poles and rewiring of existing signals to the project at a cost of $37,445.00, a 46% increase in the original contract amount. Delivery of the added poles was anticipated on June 1, 1979, with installation and other related work requiring an estimated 30 calendar days. The poles arrived on June 6, 1979. It is therefore recommended that the contract time be extended to July 6, 1979, or 120 calendar days due to work added by this price agreement.

Work added under Price Agreement No. 2 consists of reinstalling a terminal cabinet, repair to conduit and revising the fire signals. This work will be done concurrent with the work required by Price Agreement No. 1 and should not require additional time to complete. Therefore, no additional time is recommended for this added work.

This is a State project. A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

OBJ:fr

Att.

cc: C. O. Fredrickson
Jack Martin

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 26, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 340 days, within which to complete our Contract No. 8769, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:1. Project was ready to have the poles installed 11-12-78. Poles did not arrive until 2-26-79. The supplier, Union Metal Manufacturing Company, could not supply poles due to strikes by Northwest Pacific Railroad 7-10-78 to 10-78, and the Independent Truckers 9-78 to 1-79, which held up raw material needed to produce the poles. See attached letter copy.
2. Scope of contract was increased by execution of Price Agreement #1. Delivery of poles required for Price Agreement #1 is not expected until 6-1-79. Approximately 30 days after arrival of poles is required to complete the work under this agreement.
3. Work being performed under Price Agreement #2 was not requested by the State until after the expiration date of the contract.

Respectfully submitted,

LINNCO ELECTRIC CO.
Contractor

By Bill E. Coburn

CONSENT OF SURETY

Date April 26, 1979

We, INDUSTRIAL INDEMNITY COMPANY

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

INDUSTRIAL INDEMNITY COMPANY

Attorney-in-fact Roger C. Rothrock

(SEAL)

Corroon & Black of Oregon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8769 Contractor Linnco Electric Co.

Highway Albany - Corvallis

Section XXXXXXXXXXXXXXXXXXX 1st Ave. - 6th Ave. (Albany)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

An increase of 120 calendar days is granted due to the extra work, (Price Agreement No. 1), added to the project. (Contract time extended to July 6, 1979).

Recommended for Approval:

Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8769
Project designation State (State-Federal)
Date awarded June 19, 1978
Work started Sept. 5, 1978
Per cent completed Contract 100% Extra Work 5% (Date)
No. of Workdays Allowed 220
No. of Workdays Used 286
No. of Added Workdays Requested [illegible] 120

SP*6296-734

THE **Union METAL**
MANUFACTURING COMPANY

BOX 8530, CANTON, OHIO 44711 • TELEPHONE (216) 454-6111

REPLY TO:

P.O. BOX 2760
LONG BEACH, CA 90801
(213) 835-7166

February 6, 1979

Linnco Electric
910 East Queens
Albany, Oregon 97321

Attention: Robert D. Goin

Subject: Your PO# 8516-SJ
Our SO# 37138
Job Name: Albany, Oregon

Gentlemen:

This letter is to confirm shipping date on the poles for the above subject job. The order will ship the latter part of the week of February 5, 1979. They will be shipped to the galvanizers in Portland to be galvanized, then in turn shipped to you.

Also at this time we would like to explain the delayed shipping schedule on these poles from the previous date given. This change in schedule was due to the late arrival of raw materials needed to produce these poles. This delay was caused by the recent strike by the Northwestern Pacific Railroad and coupled with the Independent Trucker's Strike, has been the cause of many untimely and unfortunate delays.

Your patience and understanding in this matter has been greatly appreciated.

Very truly yours,

PACIFIC UNION METAL DIVISION

R. E. Lieber
Manager, Order Service

REL:jat

cc: E.O.F.F. Electric Co.
Harry Sterns

8769

DATE: March 16, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
1st Ave.-6th Ave. (Albany)
Contract No. 8769

This State-City financed traffic signal project is expected to overrun the authorized amount by an estimated $40,812.46, or 42 percent.

During an inspection of the existing traffic signals, it was found that a substantial amount of maintenance work was required. This work was added to the contract by price agreement at a cost of $37,445. Additional engineering was required due to this added work which accounts for the remainder of the increased project cost.

The Public Contract Review Board has approved the increase in the contract amount and the City of Albany has agreed to share in the increased project cost.

It is recommended that the project authorization for this contract be increased by $40,812.46 to a new total of $137,910.75.

This matter will be on the Consent Calendar for your March 27 meeting.

WR:ia

bc F. B. Klaboe
C. W. Head
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: March 15, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond O.B. Jackmond
Contract Administration Engineer

SUBJECT: Increased Project Authorization Request
1st Ave.-6th Ave. (Albany)
Contract No. 8769

This State traffic signal project will overrun the project authorization by an estimated $40,812 or 42 percent. The project is currently 85 percent complete with an April completion anticipated.

During an on-site inspection of the existing signals, it was determined that a substantial amount of maintenance work was required. This work was added to the contract by price agreement at a cost of $37,445. Additional engineering was required due to this added work which accounts for the remainder of the increased project cost.

The Public Contract Review Board has approved of the increase in contract amount and the City of Albany has agreed to share in the increased cost.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:ia

Att.

cc C. O. Fredrickson
Jack Martin
Robert Church

81-125-1387

City of Albany

OFFICE OF THE CITY MANAGER, HUGH C. HULL

Contract 8769
#'s 6487 &/or 6547
Suppl'l agree
Aug 1978)

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
FEB 28 1979
TAA Hillebrandt
File: PM
LG
FA
OP
M

Do you have enough to identify what additional should be charged to City?
If not TAA.

~~February 15~~, 1979

Mr. Jack Martin
Resident Engineer
State Highway Department
3400 Spicer Road
Albany, OR 97321

Dear Jack:

Reference is made to our recent telephone conversation concerning the increased costs for the rewiring of the traffic signals at the intersections of 2nd and Lyons and 2nd and Ellsworth.

Please be advised that the City of Albany understands that the City's share of the project will increase from $16,061 to $24,532. Our preference is that work be done under the existing contract.

3-2-79
City should be billed by Acct. on final billing. Project under Contract.

If you have any questions or need any additional information, please let me know.

ok to file

Sincerely,

Hugh C. Hull
City Manager

ldh
cc: Gary Holliday
O. M. Payton

xc: Contract Accounting
Project Management

Keasey
I Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
FEB 26 1979
CONSTRUCTION
BRANCH
Richards W
Born
Inface
GeLauer
Church

RECEIVED
FEB 16 1979
J.M. MARTIN, Res. Engr.
☐ RE ☐ AR ☐ OE ☐ CI ☐ IN

P. O. BOX 490
ALBANY, OREGON 97321
(503) 926-4261

AN EQUAL OPPORTUNITY EMPLOYER

8769

Form E-372 (Rev. 12-70)

22-1140

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project 1st Ave. - 6th Ave. (Albany) Date February 12, 1979

Highway Albany - Corvallis Contract No. 8769

County Linn Kind of Work Traffic Sig. Instal. Contractor Linnco Electric Co.

	Authorized	Estimated
Contract Amount	$80,602.00	$ 80,710.75
Anticipated Items	4,200.00	4,200.00
Contingency (4½%)	3,816.09	40,000.00
Engineering	8,480.20	13,000.00
Credits	0	0
PROJECT COST	$97,098.29	$137,910.75

NET INCREASE $ 40,812.46 OR 42.03 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) Price Agreement No. 1	$37,445.00	+ $37,445.00
(A) Construction Engineering	13,000.00	+ 4,519.80

Principal reasons for overruns (Continue on reverse side): PA No. 1 provides for additional traffic signal installations and modifications requested by the City of Albany after the original contract was awarded. The additional construction engineering is to provide for field engineering and inspection of this added work.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by J M Martin
J. M. Martin Resident Engineer

Noted by Warren Richards
Construction ~~or Bridge~~ Engineer

for

Confirmed by
for
Regional Engineer

Noted by
~~Deputy~~ or State Highway Engineer

[illegible]

E Payton 8-23-78

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 18 '78
HUGH C. HULL

August 16, 1978

Mr. Hugh C. Hull
City Manager
City of Albany
P. O. Box 490
Albany, OR 97321

Dear Mr. Hull:

Enclosed is an estimated cost of revising the intersection of First and Ellsworth and the rewiring of the two intersections at Second and Lyons and Ellsworth.

The estimate reflects our previous conversations regarding the money split. The State is to share equally in the revision of First and Ellsworth and the City is to pay the cost of rewiring the other two intersections.

If you approve of this split in cost, please sign below and return this letter for our files. On receipt of the signed approval, we will initiate a price agreement with the contractor.

Very truly yours,

E S Hunter

E. S. Hunter
Technical Services Engineer

Enc.

APPROVED:

Hugh C. Hull
(name)

CITY MANAGER
(title)

AUGUST 23, 1978
(date)

RECEIVED
TECHNICAL SERVICES
AUG 24 '78
REFER TO
George
FOR
X

PROJECT COST SUMMARY
1st Avenue-6th Avenue (Albany) Section
Albany-Corvallis Highway
Linn County
Contract No

1.	Remove and replace existing traffic signal at Ellsworth Street and 1st Avenue City - 50%, State - 50%	$23,534.00
2.	Rewire the existing traffic signals at Ellsworth Street and 2nd Avenue and Lyon Street and 2nd Avenue City - 100%	$ 4,294.00
	TOTAL COST	$27,828.00

Cities Share (58%) $16,061.00

States Share (42%) $11,767.00

8769

Fran

August 11, 1978

CERTIFIED/RETURN RECEIPT REQUESTED

Hertz Electric, Inc.
P. O. Box 577
Albany, OR   97321

Gentlemen:

The contract for the 1st Avenue-6th Avenue (Albany) Section Project on which bids were received on June 22, 1978, has now been completely executed.

Attached is your Cashier's Check No. 107337 in the amount of $3,500.00 which you submitted as a bid guaranty on this project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Attachment

bc: Vern Skoog

PS Form 3811, Jan. 1975 RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

● SENDER: Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one).
   - ☐ Show to whom and date delivered.......... 15¢
   - ☐ Show to whom, date, & address of delivery.. 35¢
   - ☐ RESTRICTED DELIVERY. Show to whom and date delivered.......... 65¢
   - ☐ RESTRICTED DELIVERY. Show to whom, date, and address of delivery 85¢

2. ARTICLE ADDRESSED TO:

Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	121844	

(Always obtain signature of addressee or agent)

I have received the article described above.

SIGNATURE ☐ Addressee ☐ Authorized agent

NOTED
HEAD

4. DATE OF DELIVERY

POSTMARK

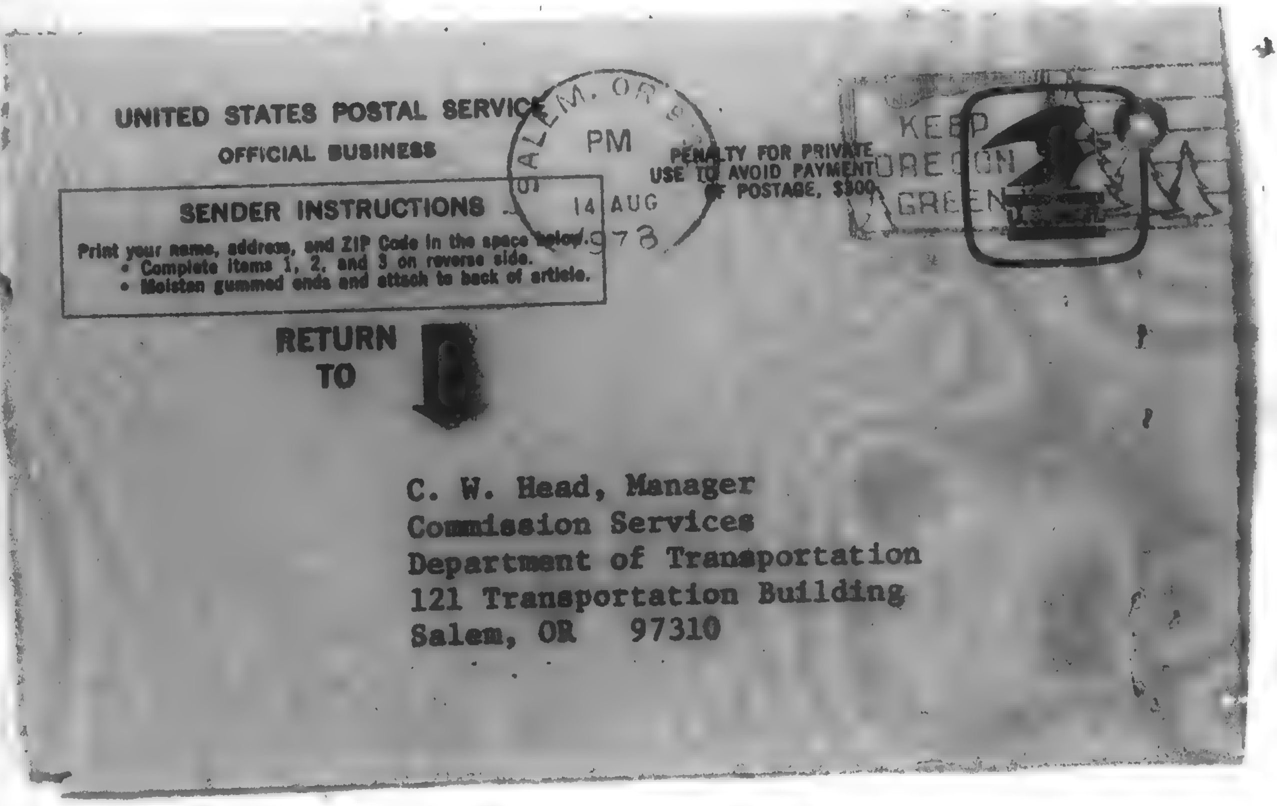
ALBANY, ORE.
AUG
14
1978

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

☆ GPO : 1975—O-588-047



UNITED STATES POSTAL SERVICE

OFFICIAL BUSINESS

SALEM, OR
PM
14 AUG
1978

PENALTY FOR PRIVATE
USE TO AVOID PAYMENT
OF POSTAGE, $300

KEEP
OREGON
GREEN

SENDER INSTRUCTIONS

Print your name, address, and ZIP Code in the space below.
- Complete items 1, 2, and 3 on reverse side.
- Moisten gummed ends and attach to back of article.

**RETURN
TO**

C. W. Head, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

8769 8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1978

Linnee Electric Co.
910 East Queen
Albany, OR 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8769 for traffic signal installation on the 1st Avenue-6th Avenue (Albany) Section of the Albany-Corvallis Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosure

cc Industrial Indemnity Company
Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Jack Martin
L. E. George

[illegible]

8-7-78   2:20 p.m.

Gene from Linnco Electric called regarding the reminder letter we sent them on 8-4-78.

One of the gentlemen who signs their contracts is out of town until Thursday. They will put the contract in the mail as soon as he signs it. We should get it 8-11 or 8-14.

Recd. 8-11

8769

8

LINNCO ELECTRIC

910 E. QUEEN, ALBANY, OREGON 97321
P.O. BOX 925 Phone 926-4266

August 10, 1978

Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Re: Contract No. 8769

Gentlemen:

Enclosed are two copies of the above contract which have been signed on the contract and bond pages.

Very truly yours,

LINNCO ELECTRIC

Irene Coburn

Irene Coburn

Encls.

RECEIVED
AUG 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8769

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Jack Martin
L. E. George
SAIF
Fran

July 19, 1978

Linnco Electric Co.
910 East Queen
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for traffic signal installation on the 1st Avenue-6th Avenue (Albany) Section of the Albany-Corvallis Highway in Linn County for the sum of $80,602 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Albany and when the sum of $44,310 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8769.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8769

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1978

NOTED
E. S. HUNTER

Mr. Hugh C. Hull
City Manager
City of Albany
P. O. Box 490
Albany, OR 97321

Dear Mr. Hull:

As an interim report, I wanted to let you know what has developed since our meeting in your office on June 20 concerning the four traffic signals in the Albany Central Business District.

We have completed a field review of the installation at 1st and Ellsworth, which was installed in 1943. Evidence from the field inspection indicates that this installation should be completely replaced with a revised span wire installation. First and Lyons does not need revision work, since it is of recent origin. The remaining two intersections (2nd at Lyons and Ellsworth), as previously discussed, should be rewired.

The rewire work is a maintenance item in which we would not participate. However, the work can be included as a nonparticipating item under the contract. I would suggest that the revision at 1st and Ellsworth be made a participating part of the contract. You may already know but the bid for controller replacement at the four intersections came in much lower than our original estimate - $80,600 bid versus $91,500 estimated. This fact may help the City with financing the rewire and revision work.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RECEIVED
TECHNICAL SERVICES
JUN 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

LEG:ds

bc: E. S. Hunter
C. O. Fredrickson
V. E. Skoog

(16) LINCOLN COUNTY: Agate Beach-N.E. 20th St. (Newport) Section of the Oregon Coast Highway in and just north of Newport. FAP No. TQF-2-4(4). Req. approx. 12,630 cu. yds. exc.; 19,800 tons aggr. base; 19,700 tons asph. conc. mix (1,280 tons asph.); 15 inlets; 4,425 lin. ft. guardrail; 2,180 lin. ft. curbs; 3,100 lin. ft. drainage curb; 70 delineators; adj. 15 manholes. Completion time 140 calendar workdays. Classes of work: (1) Earthwork and Drainage; (2) Aggregate Bases; or (3) A. C. Pavement and Oiling.

(17) LINCOLN COUNTY: Yachats-Beamer Creek Section of FAS A-522 (Yachats River Road) beg. approx. east city limits of Yachats. FAP No. RS-A522(1). Req. approx. 11,660 tons Class "B" asph. conc. mix (758 tons asph.) 15 tons asph. in tack coat. Completion time 75 calendar workdays. Class of work: A. C. Pavement and Oiling.

(18) LINN COUNTY: 1st Ave.-6th Ave. (Albany) Section of the Albany-Corvallis Highway. State project. Req. approx. 8 signal poles with arms; 2 signal pedestals; 14 vehicle signals; 16 pedestrian signals; 6 pre-timed controllers; 1 fire signal controller; 4 interior illuminated signs. Completion time 220 calendar days. Class of work: Traffic Signals.

(19) MARION COUNTY: Detroit Lake-Tunnel Creek (M.P. 45.7 and M.P. 58.1) Section of the North Santiam Highway. FAP No. F-47(6). Req. approx. 705 cu. yds. exc.; 235 hours front end loader; 235 hours dump truck; 470 hours scaler; 470 hours scalers helper; 530 tons aggr. base; 2,200 tons asph. conc.; 1,675 lin. ft. guardrail; 1,825 lin. ft. rock protection fence; 2,165 lin. ft. conc. barrier; 10 delineators. Completion time 115 calendar days. Classes of work: (1) A. C. Pavement and Oiling; or (2) Miscellaneous Highway Appurtenances.

(20) MARION COUNTY: Sublimity (W. Main St.) Section of city street in Sublimity. State project. Req. approx. 220 tons asph. conc.; 172 sq. yds. conc. in sidewalks and driveways; 9 cu. yds. conc. in curbs; 1,360 sq. yds. cement treated subgrade (23 tons cement); 158 cu. yds. exc.; 3 inlets. Completion time 70 calendar workdays. Classes of work: (1) A. C. Pavement and Oiling; (2) Miscellaneous Highway Appurtenances; or (3) Earthwork and Drainage.

(21) MORROW COUNTY: Willow Creek (Morgan St.) Bridge on Morgan Street in Heppner. FAP No. OS-2501(1). Req. approx. 220 cu. yds. exc.; 400 cu. yds. aggr. base; 140 tons asph. conc.; 135 cu. yds. conc. in str.; 8 prestressed slabs; 23,600 lbs. reinf.; 31 sq. ft. signs. Completion time 110 calendar days. Class of work: Reinforced Concrete and Structural Steel Bridges and Grade Separation Structures.

(22) UNION COUNTY: Grande Ronde River (Pierce Lane) Bridge Section of FAS B-618 approx. 1 mile east of La Grande. FAP No. RS-B-618(1). Req. approx. 245 cu. yds. exc.; 845 lin. ft. steel piling (13 piles); 60 cu. yds. struct. conc.; 6 deck bulb-tee prestr. beams; 8,000 lbs. reinf.; 300 lin. ft. metal rail; 200 lin. ft. guardrail in stockpile; 180 cu. yds. riprap. Completion time 180 calendar days. Class of work: Reinforced Concrete and Structural Steel Bridges and Grade Separation Structures.

8769 6-22-78 31

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
18

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project (Jobs Combined)

FROM ALBANY/CORVALLIS AT 6TH & ELLSWORTH (ALBANY)------STATE CITY
~~0031~~. ALBANY/CORVALLIS. LINN CO, FIRE SIGNAL

[redacted] THIRD AVE. AT ELLSWORTH & LYON (ALBANY)-----------STATE CITY
- ~~0031~~. ALBANY-CORVALLIS. LINN CO. SIGNALS & INTERTIE

To 1ST AVE - 6TH AVE (ALBANY)
ALBANY - CORVALLIS HWY., LINN CO.

Shown for [redacted] June 22, 1978 Letting

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

June 22, 1978

City of Albany
City Hall
Albany, OR 97321

Attn: Michael J. Corso
Office Engineer

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Linnco Electric Co., P.O. Box 925, Albany, OR 97321, for installation of signals on the 1st Ave.-6th St. Section of the Albany-Corvallis Highway.

The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$80,602.00
Permanent Pavement Striping	300.00
Signal Controller Testing	3,900.00
4½% Contingencies	3,816.09
ESTIMATED TOTAL COST	$88,618.09

City's Advance Deposit:
50% of $88,618.09 = $44,309.05, or say $44,310.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $44,310.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

7-19-78
$44,310 Received
Notified V. Boyd
& Phil Stearns
✓

ok to file

MK

FFM:cw bc w/AD#452: Vern Skoog - Please return completed AD#452
when check is returned
Region 2 Federal Aid Engineer

8769

8

June 8, 1978

City of Albany
City Hall
Albany, OR 97321

Attention: D. Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6487

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Albany-Corvallis Highway at 6th Avenue in Linn County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8769

8

June 8, 1978

City of Albany
City Hall
Albany, OR 97321

Attention: D. Gary Holliday
City Recorder

MISC. CONTRACTS AND
AGREEMENTS No. 6547

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Albany-Corvallis Highway (Ellsworth and Lyon Streets) at Third Avenue in Linn County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8769

8

STATE OF OREG

INTER ICE MEMO

TO: MEMO TO FILE

DATE: May 25, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Project
First and Second Avenues with Lyons and
Ellsworth Streets
City of Albany

This is to advise the file that on this date, via a telephone discussion with Hugh C. Hull, a decision was made to proceed with the Albany traffic signal project involving controller replacements and interconnect repair at the intersections of First and Second Avenues with Lyons and Ellsworth Streets.

Any rewiring or pole replacement will be considered another project to be accomplished at a later date. This office has agreed to meet with Mr. Hull in about two weeks to determine work and financing that might be included in a new contract. I would appreciate David Weaver attending with me. I will advise him later on the date.

L. E. George
Traffic Engineer Supervisor

LEG:ds

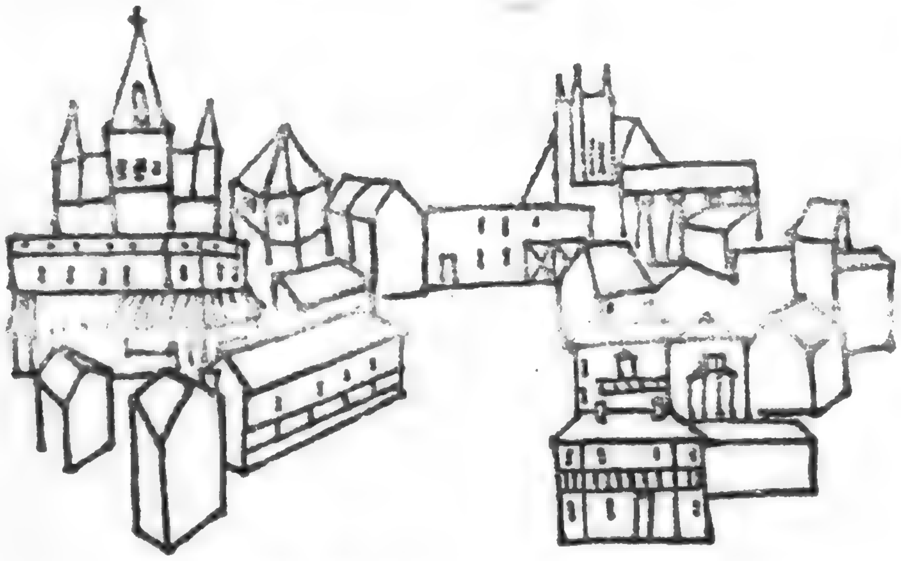
cc: H. S. Coulter
David R. Weaver
Robert Judson

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 26 '78
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387



City of Albany
OFFICE OF THE CITY MANAGER, HUGH C. HULL

May 19, 1978

L.E. George
Traffic Engineering Supervisor
Department of Transportation
Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. George:

Reference is made to the traffic signal installations at the intersections of Third Avenue at Lyons Street and at Ellsworth Street, which include an interconnect at First and Second Avenues. As suggested by O. M. Payton, Director of Public Services, the following requests are pertinent and are requested to be included in the projects:

1. The rewiring of the signals at First & Second Avenues at Lyons and Ellsworth Streets is imperative because most of the wiring is original installation. We realize that this is a maintenance item, but we ask that you advise us how to proceed with inclusion of this improvement with the traffic signal installation bids.

2. Pole replacement at the same locations as mentioned in #1 above. These poles are of the 1940 vintage with overhead wiring. We request you help in advising us how we could accomplish the pole replacement with mast arms, i.e., percent of state and city participation and estimated costs.

NOTED
GEORGE

TRAFFIC ENGINEERING

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) ~~926-4261~~ 967 4544
AN EQUAL OPPORTUNITY EMPLOYER

NOTED
DWAYNE HOFSTETTER

L. E. George
Page 2
May 19, 1978

Your prompt attention to our requests will be appreciated; I will be awaiting your immediate response; thank you.

Sincerely,

Hugh C. Hull
js

Hugh C. Hull
City Manager

js
cc: David R. Weaver
    O. M. Payton

8769

31

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald L. [illegible]

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION 1st Ave. - 6th Ave. (Albany)
Highway Albany-Corvallis
County Linn Region ____
Type of Work Signals & intertie Funds St-City
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☐	☐	☐	☐	☐	
Negative Declaration	☐	☐	☐	☐	☐	
Project Assessment	☐	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8769

GENERAL FILES

8

February 14, 1978

The Honorable Leonard M. Roche
Mayor of Albany
Post Office Box 490
Albany, OR 97321

Dear Mayor Roche:

My letter of February 9 to Hugh Hull answers your concern about scheduling of the traffic signals at Third Street with Lyons and Ellsworth Streets.

As indicated in that letter, I will let you know as soon as we are able to schedule the construction of the signals.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:in

cc Hugh C. Hull

bc F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
L. E. George
C. O. Fredrickson

NOTED
H. S. COULTER

City of Albany

OFFICE OF THE MAYOR, **LEONARD M. ROCHE**

RECEIVED
STATE HWY ENGR
FEB 10 '78
REFER TO
George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

February 9, 1978

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Scott:

Mr. Hull gave me a copy of the letter he wrote you on February 1, 1978, concerning the installation of 3rd, Lyon, and Ellsworth Streets' traffic lights. While the letter spoke to my concern, it really did not express it in the term of reference that I had wished.

While I know that every mayor in Oregon believes his highway problems are Number 1 priority and that you have trouble dealing with that belief, nevertheless, I would be remiss if I did not speak up for our problem, as well.

The particular corners of which I speak are two of the busiest in town. Lyon and Ellsworth are really State Highway 20 and carry traffic to and from Corvallis as well as North Albany. The 3rd Street corner are extremely busy and hazardous because of that. Sears, three financial institutions, Pacific Power & Light, and Pacific Northwest Bell contribute motor as well as foot traffic to these corners. Many of the people on foot are senior citizens who walk to pay their utility bills as well as visiting their moneychangers.

All I ask of you and the State Highway Department is that you place these signals and their installations high on your priority list, remembering that the total cost is to be borne by the City of Albany.

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 967-4311

Hopefully, I will be receiving notice from you of the installation date within the immediate future.

Sincerely,

Leonard M. Roche
Mayor

ldh

829

GENERAL FILES

2

February 9, 1978

Mr. Hugh C. Hull
City Manager
City of Albany
Post Office Box 490
Albany, OR 97321

Dear Hugh:

We have looked into your concern that the proposed installation of signals at Third Street with Lyons and Ellsworth Streets will take sixteen months.

Traffic signal equipment, especially poles and controllers, have long delivery dates. Accomplishing the preliminary engineering portion of the project will take about four months. The normal contract period is approximately twelve months. However, we have initiated the surveys at these intersections several weeks earlier than anticipated. It is entirely possible that with an earlier contract date the estimated sixteen months completion will be reduced.

As soon as a scheduling date can be determined, you will be informed of a more realistic completion time.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Mayor Leonard Roche
Hal Leedom

LEG:ds is

bc F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
L. E. George
C. O. Fredrickson

City of Albany

OFFICE OF THE CITY MANAGER, **HUGH C. HULL**

February 1, 1978

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Scott:

It has come to my attention that it will take sixteen months to get the Third Street traffic signals installed. In discussing this situation with Mayor Roche, he was most concerned with the time lag and asked me to write urging you to help reduce the installation date to an absolute minimum; the reason is that the City has offered to pay the entire cost for the improvement.

Please give the best scheduling date possible.

Sincerely,

Hugh

Hugh C. Hull
City Manager

ldh
cc: Leonard Roche
Hal Leedom

RECEIVED
STATE HWY ENGR
FEB 2 '78
REFER TO
George
FOR

Info	Inves	R/D	O/R	Sign	Act	File
		✓				

967-4313

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) ~~XXXXXX~~

AN EQUAL OPPORTUNITY EMPLOYER

8769.

8

December 21, 1977

Mr. Hugh C. Hull
City Manager
City Hall
Post Office Box 490
Albany, OR 97321

Dear Hugh:

Thank you for your December 12 letter expressing approval of our proceeding with signal designs for the fire station and at 3rd Avenue and Lyon and Ellsworth.

copy made

Concerning the intersection of 29th and Pacific, our observations were actually made on November 25, the day after Thanksgiving. I apologize for the typographical error that led you to believe the work was done on Thanksgiving. Even so, perhaps some other day might be more appropriate to make such observations.

I have asked William Cranford, Urban Studies Supervisor, to get in touch with you and Hal Leedom to determine how best a peak hour access study for 29th and Pacific could be jointly conducted by the City and Highway Division.

I understand there are some differences between the City and the State in the technical approach to the signal warrants for the 3rd Avenue intersections. I'm confident that by discussion these differences will be settled to the satisfaction of all concerned. In the interim as indicated earlier, we are proceeding with the design of these signals.

All best wishes for a happy holiday season,

H. S. Coulter
State Highway Engineer

cc Hal Leedom

bc R. A. Burco
F. B. Klaboe
L. W. Rulien
D. H. Moehring
John Sheldrake
E. S. Hunter
J. H. Versteeg
L. E. George
William Cranford

City of Albany

RECEIVED
STATE HWY ENGR
DEC 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-14-77
cy Moehring
Sheedrake
Bud George

December 12, 1977

Mr. H. S. Coulter
State Highway Engineer
Highway Building
Salem, OR 97310

Dear Mr. Coulter:

This is in response to your letter of December 8, 1977 and the preliminary traffic report submitted with your letter.

I wish to add my approval to the idea of the State proceeding with the design of the Third Avenue signals and the fire station signal at Seventh Avenue at the earliest possible time. Included in the Third Avenue signals should be new control equipment and interties to First and Second Avenues.

I am taking the liberty of attaching the City's evaluation of the two Third Avenue signal warrants and want to assure you that we are available at your convenience to resolve any differences in the reports.

I must take some exception to the preliminary report's treatment of the 29th and Pacific intersection. First, I would question whether or not November 24th was a good time day to check the delay to side street traffic caused by Pacific Boulevard traffic. My observation is that traffic patterns and volumes on Thanksgiving Day when the medical clinic and industrial traffic were non-existent would not be typical of the conditions normally found. Second, observation since the installation of the 34th signal shows that it is possible for the 34th Street traffic to get onto Pacific but, as expected, has greatly slowed the Pacific traffic at peak hours. For example, on the evening of December 7th at about 5:10 p.m., Hal Leedom reports that it took over five minutes of bumper to bumper traffic to travel between 24th and 34th on Pacific Boulevard and that as near as he could see, two vehicles east bound on 29th never did make it onto Pacific Boulevard.

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

We urge that the final report on the 29th and Pacific intersection carefully evaluate the peak hour problems on a more normal traffic day.

Again, if the City can help in any way, please let us know.

Very truly yours,

Hugh C. Hull
City Manager

aph
cc: Public Works Director
attachment

Interdepartmental Memorandum
Engineering Department

SUBJECT: Traffic Signal Studies

TO: Hal Leedom, Public Works Director

FROM: Mike Corso, Traffic Engineer

DATE: July 23, 1975

Traffic counts have been made at the intersections of 3rd and Lyon and 3rd and Ellsworth. From these counts a study has been made to justify the possible need for traffic signals.

The study indicates using the warrant system for signals as outlined in the manual on traffic control devices that the signals are justified.

The data used in the study is enclosed for your review.

Sincerely,

Michael J. Corso
Traffic Engineer

cm

Enclosure

WARRANT FOR TRAFFIC SIGNAL INSTALLATION

July 21, 1975

3rd and Lyon Intersection

* 1. Warrant #1

Major street vehicle volume (Lyon)
1094 VPH
Two Lane Approach

Minor street vehicle volume (3rd)

148 VPH
One Lane Approach

Minimum vehicle volume to meet warrant

Major 600 VPH
Minor 150 VPH

Warrant #1 is satisfied.

* 2. Warrant #2

Use Volume Above

Lyon 1094 VPH
3rd 138 VPH

Minimum vehicle volume to meet warrant

Major 900 VPH
Minor 75 VPH

Warrant #2 is satisfied.

3. Warrant #3 (Part 1)

Total volume of vehicles to meet warrant 600 VPH
Total volume entering 1242 VPH

Part 2

No. of pedestrian crossing (major street) 46 per hour
Minimum pedestrian volume to meet warrant 150 per hour

Warrant #3 not satisfied.

4. Warrant #4 and 5 do not apply.

* 5. Warrant #6

Accidents within a 12 month period; 6

5. Warrant #6 (Cont.)

Accidents needed to satsify warrant 5 or more over $100

Warrant #6 satisfied.

* 6. Warrant #7 does not apply.

7. Warrant #8 does not apply as warrants 1 and 2 are satisfied.

CONCLUSION - Traffic signal is warranted.

* Denotes warrants which are satisfied.

WARRANT FOR TRAFFIC SIGNAL INSTALLATION

July 21, 1975

3rd and Ellsworth Intersection

* 1. Warrant #1

Major street vehicle volume (Ellsworth)

798 VPH
Two Lane Approach

Minor street vehicle volume (3rd)

194 VPH
One Lane Approach

Minimum vehicles volume to satisfy warrant

Major 600 VPH
Minor 150 VPH

Warrant #1 is satisfied.

* 2. Warrant #2

Use Volume Above

Ellsworth 798
3rd 194

Minimum VPH to satisfy warrant

Major 600
Minor 150

Warrant #2 is satisfied.

3. Warrant #3 (Part 1)

Total VPH to meet warrant 600
Total VPH Entering 992

This part of warrant met.

Part 2

No. of pedestrian crossing (major street) 38
Minimum pedestrian volume to meet warrant 150

Warrant #3 not satisifed.

4. Warrant # 4 and 5 do not apply.

* 5. Warrant #6

Accidents within a 12 month period; 6
Accidents needed to satisfy warrant 5 or more over $100

Warrant #6 satisfied.

6. Warrant #7 does not apply.

7. Warrant #8 does not apply as Warrants 1 and 2 are satisfied.

CONCLUSION - Traffic signal is warranted.

* Denotes warrants which are satisfied.

FILE NO. ______

VEHICLE VOLUME SUMMARY

LOCATION 3ND & ELLSWORTH **TIME** WEDNESDAY

8AM TO 5 P.M.

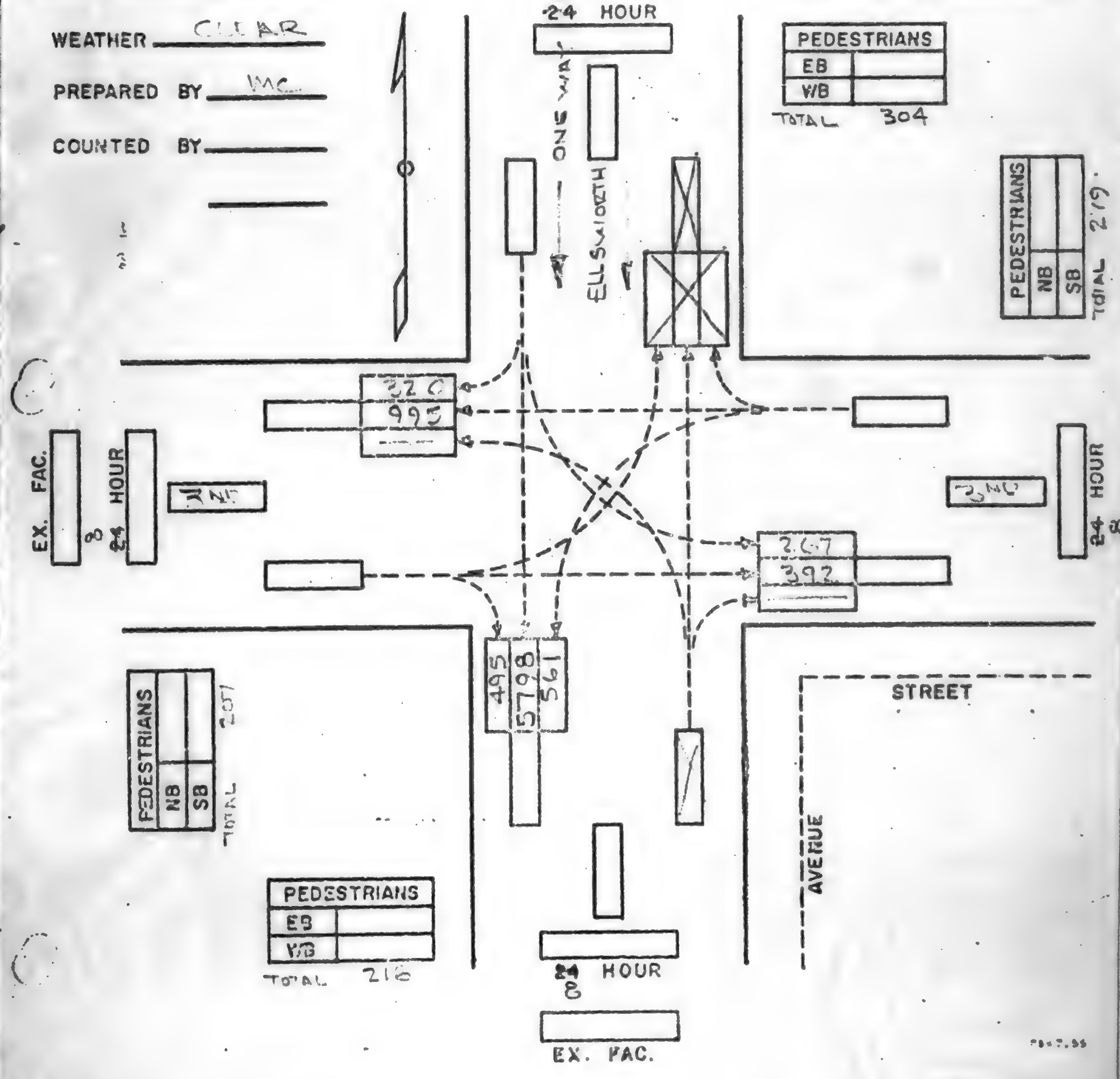
DATE JULY 16 1975

WEATHER CLEAR

PREPARED BY WMC

COUNTED BY ______

______



FILE NO. ______

VEHICLE VOLUME SUMMARY

LOCATION 3RD & LYON A TIME JULY 15, 1975
TUESDAY
8:AM TO 5P.M.
COUNT

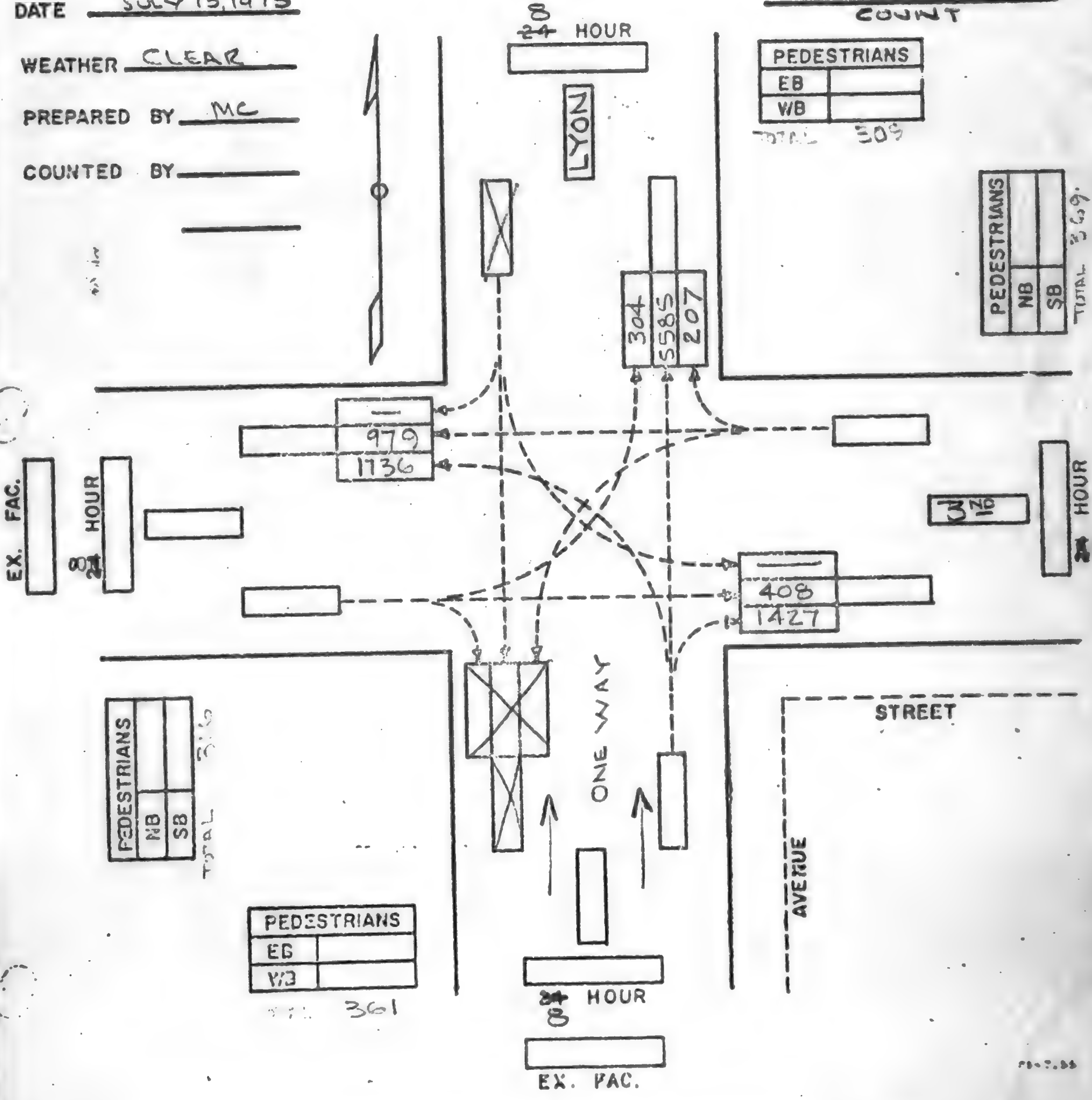
DATE JULY 15, 1975

WEATHER CLEAR

PREPARED BY MC

COUNTED BY ______

______



21 JULY 75

TO: MIKE CORSO
FM: D. L. PEPPER, COP.
RE: ACCIDENTS – 3RD & LYONS / ELLSWORTH

LISTED BELOW ARE THE REPORTED ACCIDENTS AT THE INTER SECTIONS OF 3RD & LYONS & ELLSWORTH PER YOUR REQUEST.

3RD & ELLSWORTH -

	Date		Time	Day	Road Cdn.	Charge.
1	7-JULY-75	↑ 12 MONTH ↓	1540	Mon	Dry	—
2	4- " -75		1835	"	wet	—
3	18-FEB-75		1250	Tues	wet	Fail to yield R/W
4	2-FEB-75		1609	SUN	wet	Dis. Stop Sign
5	29 AUG 74		1515	Thurs.	Dry	" " "
6	29 July 74		1941	Mon.	Dry	" " "
	5 MAR 74		1541	Tues	Wet	" " "
	14 FEB 74		1850	Thurs.	Dry	Fail wtn. ctl.
	3 Jan 74		1545	Thurs.	Dry	—
	7 OCT 73		2115	Sun.	Dry	Imp. lane ch.
	31 July 73		0703	Tues.	Dry	Dis Stop Sign
	27 July 73		1015	Fri	Dry	Fail to yield R/W
	26 May 73		1631	Sat	Dry	Dis Stop Sign
	9 Aug 73		0734	Mon.	Dry	" " "
	12 NOV 72		1145	Sun.	Dry	Fail to yield R/W
	24 Aug 72		1030	Thurs.	Dry	Fail to yield R/W

Cause

E - 3RD - YONS/ELLSWOR TH ACCIDENTS -

D Lyons.

ti	Time	Day	Road Cdn.	Charge
ue 75 ↑	0827	Mon	Dry	—
l 75	1908	Wed	Dry	—
n 75 12	1742	Fri	Dry	Fail yield R/W pedestria
o 75 mo	2315	Fri	Dry	Fail yield R/W
g 74	1331	Tues	Dry	" " "
u 74 ↓	1854	Thurs.	Dry	" " "
e 74	1205	Thurs.	Wet	—
7 74	2225	Fri	Dry	—
ny 73	0617	Sun	Dry	Fail intr. control of int
AY 73	1646	Mon.	Dry	—
al 73	1600	Mon	Wet	—
DR 73	1455	Mon.	Wet	Fail to yield R/W
lan 73	1315	Thurs.	Wet	—
l 72	1480	Mon.	Wet	Fail to yield
DY 72	1410	Tues.	Dry	—

8269.

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Third Ave. @ Ellsworth & Lyon (Albany)

Date December 19, 1977

Highway Albany-Corvallis No. 31

Authorization No. 1

County Linn

Survey Prefix 22-1467 (Assigned by Salem office)

Description of termini, route, length, etc.:

Albany-Corvallis Highway, E.B. and W.B. lanes (2 locations).
Intersection of 3rd Ave. and Ellsworth St. (Eastbound).
Intersection of 3rd Ave. and Lyon St. (Westbound).
Combined length 0.2 mile.

Purpose of survey:

Prepare plans, specifications and cost estimate for signal installation at two locations and interconnected controllers at 1st and 2nd Avenues.

Estimate of cost:

Field	901	3,000
Plans	905	200
Traffic	911	1,000
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 4,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
Richard E. Nelson
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr.

SP*23604-734

CO-OP AGREEMENTS

B

8769

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Highway 20 (6th Ave. & Ellsworth) Albany

Highway Albany - Corvallis

County Linn

Date December 19, 1977

Authorization No. 1

Survey Prefix 22-1468
(Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Albany-Corvallis Highway (Ellsworth St.) at 6th Avenue. Length 0.1 mile.

Purpose of survey:

Prepare plans, specifications and cost estimate for installation of a Fire Signal.

RECEIVED
JAN 27 1978
TRAFFIC ENGINEERING

Estimate of cost:

Field	901	1,500
Plans	905	200
Traffic	911	500
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 2,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
Richard E. Nelson
Field Engineer

Recommended for Approval:
John W. Shuldiner
Regional Engineer

Recommended for Approval:
Frank E. Pespin
Location Engineer

Approved:
Tech. Serv. Engr. ~~XXXXXXXXXXXXXXXX~~

SP*23604-734

CO-OP AGREEMENTS B

8769

December 8, 1977

Mr. Hugh Hull
City Manager
Post Office Box 490
Albany, OR 97321

Dear Mr. Hull:

We have completed an analysis of traffic conditions in the central business district of Albany, and I am enclosing a preliminary copy of our study.

As may be seen, the study reviews the traffic signal proposals on 3rd Avenue at Ellsworth Street and Lyon Street, as well as the signal proposal at ORE99E and 29th Avenue. The study also recommends the proposed fire station signal at 6th and Ellsworth.

[illegible]

The two traffic signals proposed on the 3rd Avenue intersections are only very marginally warranted based on the partial data that we have immediately available. If these two intersections were placed on our statewide priority list at this time, they would probably be at or near the bottom of the prioritized listing. Because of this, it would not be appropriate for the state to participate in the installation cost of the 3rd Avenue signals since many other intersections rank higher on a statewide basis. However, we did not have time to assemble all of the data that should be reviewed for these two intersections. We are still in the process of assembling accident data for the two 3rd Avenue intersections. If the data indicates that the accident warrant for the signals is met, then the two intersections would move to a much higher location on the list, in which case I would recommend state participation in the cost.

The intersection at ORE99E and 29th very marginally meets one of the standard signal warrants. It is our opinion that the installation of the traffic signal at 34th Avenue will change traffic flow patterns enough that much of the existing problem at 29th will disappear.

I would suggest that we proceed with the design of the fire station signal and the intersections on 3rd. By the time the work is completed, we will have the necessary accident data. At that time we can determine whether it will be necessary for the city to fund the two installations on 3rd or whether we could share in the expense. In any event, the state will participate in the cost of the fire station signal.

It is further suggested that we continue to monitor the intersection at 29th to determine what action might be appropriate.

From our conversations and earlier correspondence, I assume these arrangements meet with your approval and we will proceed with the traffic signal designs. Please advise me by letter your confirmation of my assumption.

Sincerely,

H. S. Coulter
State Highway Engineer

Enc.

bc Glenn L. Jackson

bbc R. A. Burco
F. B. Klaboe
L. W. Rulien
D. H. Moehring
E. S. Hunter
J. H. Versteeg
L. E. George
John Sheldrake, w/att.-Please proceed with paperwork for survey. HSC

PRELIMINARY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION
Project Management Section
Urban Studies Unit

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Summary

Transportation planning for downtown redevelopment is awaiting city input.

All proposed signals shown by location on Map 1 are warranted. There is a difference in the degree of need between the analysis by the Urban Studies Unit and work done by the city. The cities' work is yet to be examined by the Urban Studies Unit. All differences should be reconciled, but approval of signal installations should not be delayed.

The Urban Studies Unit recommends a wait and see program for the signal proposed for 29th Avenue and Pacific Highway (ORE 99E). Conditions have recently changed and traffic may function satisfactorily, due to the signal now located at 34th Avenue and Pacific Boulevard. This new signal causes "breaks" in the traffic. These breaks increase the ease of access at 29th Avenue.

Background

Early this year (1977) Transportation Commission Chairman Glenn Jackson and State Highway Engineer Scott Coulter were guests of the City of Albany Chamber of Commerce on a bus tour to observe local transportation problems. During the tour there was a discussion of the possibility of state transportation planners assisting the city to determine the impacts of Central Business District (CBD) redevelopment on the state and local street systems.

In order to forecast future traffic, the size, extent and nature of the development must be locally defined. This requires a substantial commitment on the part of the city planning or public works staff.

At the time the Urban Studies Unit personnel met with city staff, the outcome of a city election to provide support for the redevelopment of the downtown was in question. Therefore, the city staff advised that the study should be held in limbo until the downtown redevelopment plans were better defined.

Consequently, the Urban Studies Unit does not feel on firm grounds in forecasting future traffic in the development area without the city supplying local development information.

More Recent City Requests

In October, 1977 letters (copies attached) from Mayor Leonard M. Roche to Chairman Jackson and from City Manager Hugh Hull to Highway Engineer Coulter asked for the installation of certain signals in the City of Albany.

This report is primarily in response to these recent letters. The report shows the results of traffic signal analyses of current conditions. It shows that the signals are warranted. Also, certain engineering and technical recommendations are made concerning existing signals.

Signal Warrants

To determine signal warrants The Oregon Department of Transportation (ODOT) uses the procedures and weighting evaluation system given in the National Manual on Uniform Traffic Control Devices, 1971 Edition. In addition, ODOT has adopted criteria that must be met for fire station signal warrants.

The signal warrants that apply to the proposed installations in the City of Albany and their weighed values are given below:

Warrant	Weighted Value
Accident Experience	35
Minimum Vehicular Volume	25
Interruption of Continuous Traffic	10
Combination of Warrants	10
Systems Warrant	5

A given intersection may meet more than one warrant for a signal. In such cases the weighed values are added. Thus a relatively high weighed value (perhaps 60 or 70) indicates a high degree of need for a signal. A low weighed value (perhaps 5 or 10) indicates a lower degree of need. However, despite a difference in the degree of need, in both examples used, a traffic signal installation would be warranted.

Signal Warrants for Accident Experience

A signal warrant for Accident Experience should be based on the immediate past 12 months accident records. Furthermore, only those accidents that would reasonably be preventable by a signal should count towards the signal warrant. Thus, turning accidents, angle accidents and etc. count towards the signal warrant while rear-enders do not.

Therefore, it is necessary to know not only the number of accidents, but the type of accidents to determine if a signal is warranted, due to accident experience.

Accident information in sufficient detail to determine these Albany signal warrants will not be available to the Urban Studies Unit until earl~~ier~~y in January, 1978. Therefore, a definite answer, one way or another on accident experience warrants, cannot be given.

What can be given is the number of preventable accidents for the previous three years. It should be understood that five (5) preventable accidents is the number (in 12 months) that warrant a signal.

Signal Proposal at 3rd Avenue and Ellsworth Street, (US 20)

Map 1 shows the signal locations under study.

November, 1977 manual traffic counts at this intersection show the intersection meets the Systems Warrant (Weighted Value is 5). A signal is warranted, but the need relatively low.

There were four preventable accidents in each of 1974, 1975 and 1976. It is possible that the past 12 months resulted in one more preventable accident, which would warrant a signal for accident experience.

Furthermore, a discussion with Director of Public Works Hal Leedom reveals that the city has made an evaluation that shows a higher level of need. The Urban Studies Unit has not had an opportunity to examine the city's work, but feels no need to hold up this report to determine the degree of signal warrant.

Signal Proposal at 3rd Avenue and Lyon Street, (US 20)

Refering again to Map 1, a signal at this location is warranted under Systems Warrant and Combination of Warrants (weighted value 15). Again the city has done an evaluation indicating a greater need, which has not been reviewed by the Urban Studies Unit.

In 1974 there were three preventable accidents. In 1975 there were five preventable accidents (met warrant) and there were two in 1976.

Comments on Signal Equipment

The signal equipment presently at 1st and 2nd Avenues and US 20 (Lyon and Ellsworth) were installed in the 1950's. Adequate repair parts are no longer available. Therefore, new controllers should be installed and tied to the proposed 3rd Avenue installations.

The existing one inch underground conduit is probably adequate if cleaned and reused. (If not useable, add $3,200 to costs). However, the #10 wire should be replaced with #3, to cut voltage drop. Also, the three wire interconnect should be replaced with 10 wire interconnect to permit signal programming flexibility.

If new controllers were installed at 1st, 2nd and 3rd Avenues the state would probably assume maintenance (under an agreement with the League of Oregon Cities) with the city paying for the power.

Signal Proposal at 29th Avenue and Pacific Highway (ORE 99E)

Earlier in 1977 an ODOT recommendation was against a signal at this location, because the intersection did not meet signal warrants.

The Urban Studies Unit now determines that this location does meet warrants for Interruption of Continuous Traffic and Systems (weighed value 15). This evaluation is primarily due to the speed being in excess of 40 mph on Pacific Highway. If a speed zone was introduced on Pacific Highway with speeds below 40 mph, a signal would not be warranted at 29th Avenue.

Even though warranted, the Urban Studies Unit believes a signal could cause as much delay to motorists on 29th Avenue, as without a signal.

Conditions have changed since the bus tour for Glen Jackson and Scott Coulter. There is now a new temporary signal at 34th Avenue and Pacific Highway. The signal causes "breaks" in the traffic and allows motorist to cross or enter more easily at 29th Avenue.

Tables 1 and 2 show the results of observations on November 24, 1977, at the subject intersection, by a qualified traffic engineer. The observations were made during the evening peak hours.

It will be noted that about 85 percent of the 29th Avenue vehicles were delayed less than 15 seconds and none more than one minute. A signal installation at this intersection could cause a greater delay for 29th Avenue traffic, than no signal at all, because most of the "green time" would have to be given to the Pacific Highway.

The Urban Studies Unit suggests that any decision on a signal at 29th Avenue be delayed. Conditions are already much better at 29th Avenue as compared to that observed on the bus tour. Further improvement may be experienced when the more sophisticated, permanent signal is installed at 34th Avenue.

Fire Signal Proposal at 6th Avenue and Ellsworth Street, (US 20)

This fire signal is fully warranted and should be installed. It should be interconnected with other signals to maintain progression. The signal should be equipped with pre-emption controls at the fire station.

Mel Makin/William L. Cranford
December 7, 1977

MAP 1
CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

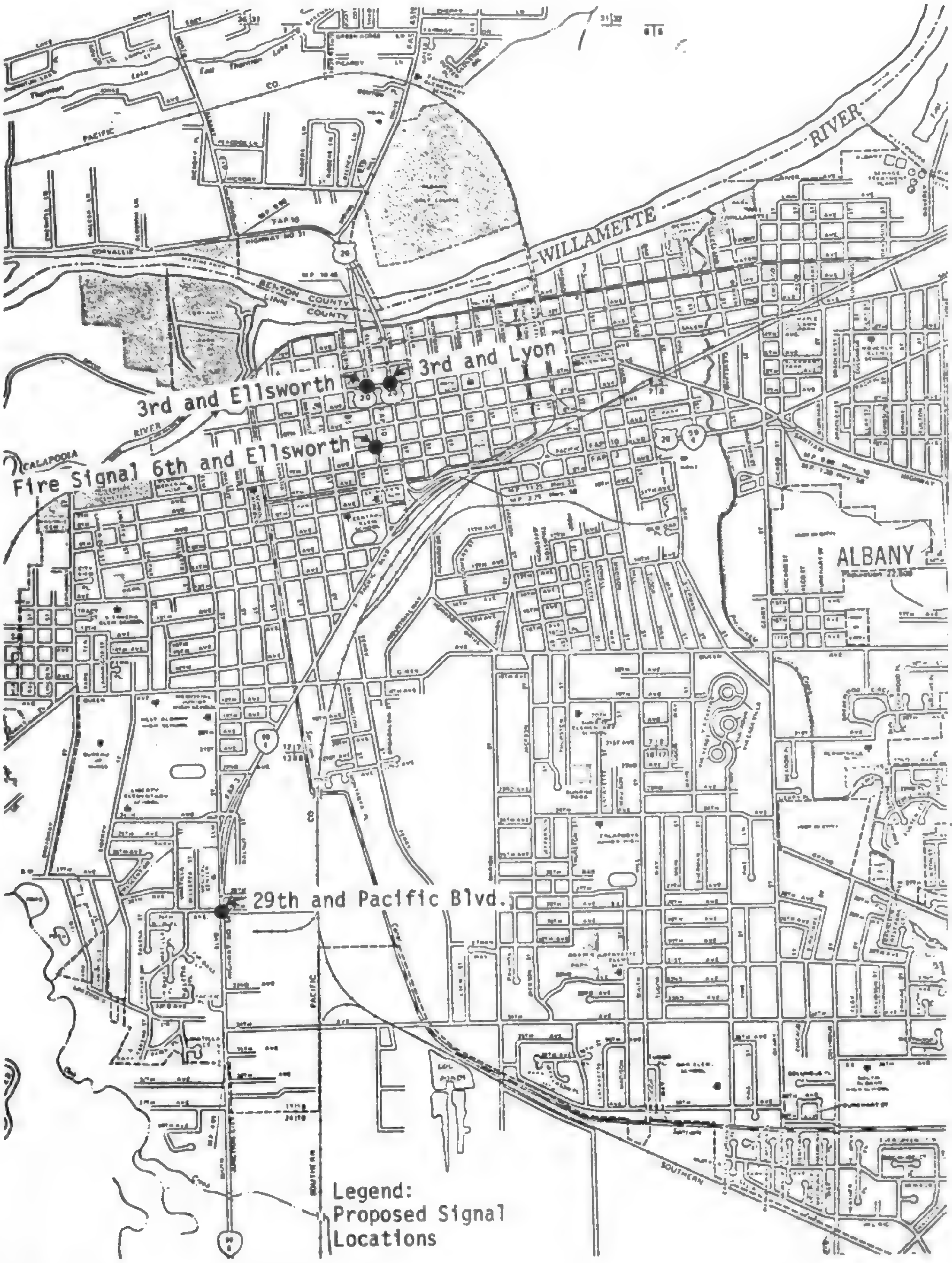


TABLE 1

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Intersection: 29th Avenue and Pacific Boulevard (ORE 99E)
November 24, 1977

Subject: Vehicles delayed and approximate delay on the west approach to 29th Avenue.

	Vehicles Delayed			
Time	0-15 Seconds	15-30 Seconds	30-60 Seconds	60 plus Seconds
3:37-4:00 PM	17	3	0	0
4:00-4:30 PM	24	3	1	0
4:30-5:00 PM	21	3	3	0
5:00-5:30 PM	16	4	1	0
Total	78	13	5	0
Percentage	81%	14%	5%	0%

Note: Average delay per vehicle = 11.5 seconds.

TABLE 2

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Intersection: 29th Avenue and Pacific Boulevard (ORE 99E)
November 24, 1977

Subject: Vehicles delayed and approximate delay on the east approach to 29th Avenue

	Vehicles Delayed			
Time	0-15 Seconds	15-30 Seconds	30-60 Seconds	60 plus Seconds
3:37-4:00 PM	3	0	0	0
4:00-4:30 PM	3	0	1	0
4:30-5:00 PM	19	1	1	0
5:00-5:30 PM	8	3	0	0
Total	33	4	2	0
Percentage	85%	10%	5%	0%

Note: Average delay per vehicle = 11.0 seconds.

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 7, 1977

Mr. Hugh Hull
City Manager
P. O. Box 490
Albany, OR 97321

Dear Hugh:

I apologize for not responding to your letter sooner, but I have been out of the state for two weeks and just returned this morning.

The justification for the signals on 3rd Avenue are involved with the updating of the study that our Planning people have been working on in conjunction with some of your employees. I have been unable to determine the current status of that study because our man most knowledgeable is out of the state at this time.

A traffic analysis at 29th Avenue and Pacific Boulevard conducted earlier this year by the Traffic Section indicated that this did not meet warrants for a signal. However, I am well aware of the delay you "staged" for us several months ago and of the apparent need to provide a means for traffic to enter across or onto Pacific Boulevard. It is anticipated that the installation of a signal at 34th Avenue will alleviate the problem by providing some gaps in the northbound traffic flow. I am requesting our Traffic people to reevaluate this intersection following operation of the signal at 34th.

I was not aware of the proposed installation of a signal at 6th Avenue and Ellsworth to facilitate fire department operations; however, it is my understanding this probably will meet criteria for a fire signal installation, the cost of which would be split equally between the City and the State.

My understanding of any difficulty you are experiencing in the interconnect between signals on 1st and 2nd Avenues is probably related not to the controllers, but to the intertie circuits. The correction of this difficulty would appear to be a maintenance item and your responsibility.

NOTED
WM. L. CRANFORD

Cranford

I will be in contact with you again as soon as I can obtain information on the status of the study underway.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn L. Jackson

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
L. E. George
J. H. Versteeg
D. H. Moehring
L. W. Rulien --Please complete study as soon as possible.
John Sheldrake -- Please cooperate w/Cranford in completing study and reevaluate need for signal at 29th after 34th operative.

RECEIVED
NOV - 8 1977
Policy Development

NOTED
WM. L. CRANFORD

SUGGESTED REPLY FOR GLENN JACKSON'S CONSIDERATION
November 7, 1977

The Honorable Leonard M. Roche
Mayor of Albany
P. O. Box 490
Albany, OR 97321

Attached is a copy of Scott Coulter's reply to Hugh Hull about the traffic signals in Albany. It appears that the problem at 29th and Pacific may be helped when the signal at 34th is in operation.

I have asked Scott to complete the studies as soon as possible to determine how these needs may align with statewide priorities. I believe that the cost sharing method is the appropriate way to fund warranted signals on the state highway system.

HSC:ia

City of Albany

OFFICE OF THE MAYOR, LEONARD M. ROCHE

RECEIVED
STATE HWY ENGR
OCT 31 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 27, 1977

Mr. Glenn L. Jackson, Chairman
State Highway Commission
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon

Dear Glenn:

Enclosed is a copy of a letter to Scott Coulter from Hugh Hull. As you can see from its contents, we are planning to install traffic lights at some critical intersections, one being at 29th and Pacific. As you may recall, the latter is one where you sat in a bus for 10 minutes waiting to cross.

We consider these so important that we are pressed to use our own funds for the entire project. Needless to say, however, we are not going to turn away state or federal matching funds if they should be forthcoming.

It is, however, imperative that we obtain the Commission's approval as soon as possible; and I am asking for your help in expediting that approval. ✓

We are gratified for your help in the funding of the 34th and Pacific signal, and thank you for that. May we again call upon you for your help as spoken to in Mr. Hull's letter.

Sincerely,

Leonard M. Roche
Mayor

ldh
Enclosure

RECEIVED
DOT OPERATIONS
OCT 28 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
OCT 28 1977
OFFICE
DIRECTOR of TRANSPORTATION

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261

City of Albany

October 26, 1977

Mr. Scott Coulter
State Highway Engineer
Highway Building
Salem, OR 97310

Dear Scott:

As you know the City of Albany has been concerned for sometime about the need for new traffic signals at the following locations:

1. 3rd Avenue at Ellsworth (Highway 20)
2. 3rd Avenue at Lyon (Highway 20)
3. 29th Avenue at Pacific Blvd (Highway 99E)
4. 6th Avenue at Ellsworth (Highway 20) for Fire Department signal

Coupled with No. 1 and 2 above is also the installation of new control mechanisms for the existing signals at 1st and 2nd Avenues at Ellsworth and Lyon to up-date these installations as well.

Please consider this as the City of Albany's formal request for the Oregon Department of Transportation to install these signals with funding to be handled in one of the two methods outlined below:

A. Our first choice would be for the Highway Division to participate in the normal 50-50 cost sharing with power costs being paid by the City and maintenance costs by the State.

B. The City Council considers the installation of these signals of such importance from both the safety standpoint and to provide a means of allowing local side street traffic to move across or onto the State Highways that they have taken the liberty of budgeting funds for the total cost of these signals. Should it not be possible for the State to cost share in one or more of the installations, the City is prepared to fund the entire cost including design and construction engineering.

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

As you can appreciate, the City is extremely anxious to get these signals completed. We would appreciate the Highway Division and Transportation Commission approvals at the earliest possible time. If adviseable, City staff or City Council representatives can meet with OSHD staff or appear before the Transportation Commission.

If you have any questions, please do not hesitate to call.

Very truly yours,

Hugh Hull
City Manager

c.c Public Works Director

vwr

b.c.c. Phil Stearns
Mayor Leonard Roche

8769

GENERAL FILES

8

SUGGESTED REPLY FOR GLENN JACKSON'S CONSIDERATION
November 7, 1977

The Honorable Leonard M. Roche
Mayor of Albany
P. O. Box 490
Albany, OR 97321

Attached is a copy of Scott Coulter's reply to Hugh Hull about the traffic signals in Albany. It appears that the problem at 29th copy and Pacific may be helped when the signal at 34th copy is in operation.

I have asked Scott to complete the studies as soon as possible to determine how these needs may align with statewide priorities. I believe that the cost sharing method is the appropriate way to fund warranted signals on the state highway system.

HSC:ia

orig. to
Bruce
11-7-77

November 7, 1977

Mr. Hugh Hull
City Manager
P. O. Box 490
Albany, OR 97321

Dear Hugh:

I apologize for not responding to your letter sooner, but I have been out of the state for two weeks and just returned this morning.

The justification for the signals on 3rd Avenue are involved with the updating of the study that our Planning people have been working on in conjunction with some of your employees. I have been unable to determine the current status of that study because our man most knowledgeable is out of the state at this time.

c.pr
9032

A traffic analysis at 29th Avenue and Pacific Boulevard conducted earlier this year by the Traffic Section indicated that this did not meet warrants for a signal. However, I am well aware of the delay you "staged" for us several months ago and of the apparent need to provide a means for traffic to enter across or onto Pacific Boulevard. It is anticipated that the installation of a signal at 34th Avenue will alleviate the problem by providing some gaps in the northbound traffic flow. I am requesting our Traffic people to reevaluate this intersection following operation of the signal at 34th.

I was not aware of the proposed installation of a signal at 6th Avenue and Ellsworth to facilitate fire department operations; however, it is my understanding this probably will meet criteria for a fire signal installation, the cost of which would be split equally between the City and the State.

My understanding of any difficulty you are experiencing in the interconnect between signals on 1st and 2nd Avenues is probably related not to the controllers, but to the intertie circuits. The correction of this difficulty would appear to be a maintenance item and your responsibility.

I will be in contact with you again as soon as I can obtain information on the status of the study underway.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn L. Jackson

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
L. E. George
J. H. Versteeg
D. H. Moehring
L. W. Rulien --Please complete study as soon as possible.
John Sheldrake -- Please cooperate w/Cranford in completing study and reevaluate need for signal at 29th after 34th operative.

City of Albany

October 26, 1977

RECEIVED
STATE HWY ENGR
OCT 28 '77
REFER TO
Bud George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

cy Sheldrake

Mr. Scott Coulter
State Highway Engineer
Highway Building
Salem, OR 97310

Dear Scott:

As you know the City of Albany has been concerned for sometime about the need for new traffic signals at the following locations:

1. 3rd Avenue at Ellsworth (Highway 20)
2. 3rd Avenue at Lyon (Highway 20)
3. 29th Avenue at Pacific Blvd (Highway 99E) — copy
4. 6th Avenue at Ellsworth (Highway 20) for Fire Department signal

Coupled with No. 1 and 2 above is also the installation of new control mechanisms for the existing signals at 1st and 2nd Avenues at Ellsworth and Lyon to up-date these installations as well.

Please consider this as the City of Albany's formal request for the Oregon Department of Transportation to install these signals with funding to be handled in one of the two methods outlined below:

A. Our first choice would be for the Highway Division to participate in the normal 50-50 cost sharing with power costs being paid by the City and maintenance costs by the State.

B. The City Council considers the installation of these signals of such importance from both the safety standpoint and to provide a means of allowing local side street traffic to move across or onto the State Highways that they have taken the liberty of budgeting funds for the total cost of these signals. Should it not be possible for the State to cost share in one or more of the installations, the City is prepared to fund the entire cost including design and construction engineering.

As you can appreciate, the City is extremely anxious to get these signals completed. We would appreciate the Highway Division and Transportation Commission approvals at the earliest possible time. If adviseable, City staff or City Council representatives can meet with OSHD staff or appear before the Transportation Commission.

If you have any questions, please do not hesitate to call.

Very truly yours,

Hugh Hull
City Manager

c.c Public Works Director

vwr

8770 Detroit Lake-Tunnel Creek 1978
Sec. of N Santiam Hwy. (Slope
scaling, protec. barrier & paving)

#8770 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628 2-28-80 2

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 2-28-80	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. F-47(6)
COMPLETION DATE 1-13-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-6-79	TIME ELAPSED 79 %	CONTRACT TIME 115 CD
APPROVED EXTENSIONS ----	LOCATION North Santiam Highway - M.P. 45.7 - 46.0 & N.P. 58.08 - 58.21.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DETROIT LAKE - TUNNEL CREEK
NORTH SANTIAM HIGHWAY
Slope, Scaling, Protective Barrier, & Paving

This project provided for slope scaling, installation of precast modified concrete barrier with rock protection fence and paving.

The final cost of the completed project underran the original estimate by 2%. A final inspection of the completed project was conducted October 20, 1978. All items considered deficient at the final inspection have been corrected.

Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 6 '80
REFER TO Keasey
FOR
Info Inves R/O D/R Sign Act File

3/16 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. K. Kappus	SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 2-28-80	TITLE Field Operations Engineer — DATE 2-28-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8770

162

Salem, Oregon
April 3, 1979

Fred Eriksen

Fred Eriksen
Design Engineer Supervisor

Ken Wolfe
Resident Engineer

Detroit Lake - Tunnel Creek Sec.
~~North Santiam Highway~~
Marion County

The "As Constructed Narrative" covered several problem areas in the plans and specifications that have been reviewed by the persons responsible for the specific details in design and specifications. We will be trying to make changes to eliminate these problems on the next project of this kind.

I imagine the problem of the people doing the scaling work, while having no experience, will generally be true of these jobs. There isn't enough of this kind of work to develop experienced crews, so contractors will be using whatever help they have.

FE:ww
cc: C. O. Fredrickson

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 0 3 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8770.

J

February 8, 1979

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

Contract No. 8770 awarded to R. A. Hatch Co. for work on the Detroit Lake-Tunnel Creek (M.P. 45.7 & M.P. 58.1) Section of the North Santiam Highway in Marion County was completed on October 13, 1978, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $151.22 will be released to the contractor after February 13, 1979. The total contract amount is $241,432.65 including $156.85 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8770 12-[illegible]-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-47 (6)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM NO.

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

ITEM NO. 80267

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 5-31-78

DATE AUTHORIZATION EFFECTIVE 10-30-78

FEDERAL ROUTE NUMBER Primary 47

STATE ROUTE NUMBER Secondary 162

GENERAL LOCATION:
Detroit Lake - Tunnel Creek Section

GENERAL DESCRIPTION OF WORK:
Fabricate and place clamps on rock protection fence, grout shoulder barrier connector pins and put reflective paint on protective shoulder barrier.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCFED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-30-78, as requested in Mr. Keasey's letter of 11-20-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $250 Federal Funds $215.

Swan
12-19

DATE 12-5-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hausner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8770

STATE COPY

11-2[illegible]-78

cc: State (H. S. Coulte

STATE HWY ENGR
NOV 24 '78
REFER TO
FOR
IN COMPANY WITH
Info | Ines | RA | D | Si | Ac | Fi

11/24
cy Keasey

U.S. [illegible]ARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box)

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon
See below			
DATE OF INSPECTION 10-20-78	INSPECTION MADE BY Bill Kappus, Area Engineer, and Aramis Lopez, FHWA Engineer Trainee		PROJECT NO. F-47(6)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 79 %	WORK COMPLETED 100 %

DETROIT LAKE - TUNNEL CREEK
NORTH SANTIAM HIGHWAY
Slope Scaling, Protective Barrier and Paving

The project is located on North Santiam Highway in Marion County. This project provided for slope scaling, precast modified concrete barrier with rock protection fence and paving.

On June 26, 1978, the contract was awarded to R. A. Hatch Co. for a contract amount of $231,674.00. The work started on August 2, 1978, and was completed on October 13, 1978.

On October 20, 1978 the final inspection was made by:

Ken Wolfe, Resident Engineer
Ted Litchfield, OSHD Region Construction Engr.
John Howry, Maintenance Foreman
Carl Williams, Construction Branch

An oversight in the special provisions provided for paying Scaler time while accomplishing the Clearing and Grubbing item. This caused the scaling item to overrun approximately 16 percent. The actual scaling time underran the original contract time by 50 percent thereby reducing what could have been a very large overrun. Other items that overran included flagging, up 58 percent, and aggregate base, up 30 percent. Underrun items included loader and truck times, both down 65 percent. The total project costs overran approximately 4 percent. No contract claims are anticipated.

The material used in this project, and the physical construction, are considered to be in substantial conformance with the plans and specifications. The contract work has been satisfactorily completed.

During the inspection it was noted that each unit of the rock protection fence, as well as the shoulder barrier connector pins, could be easily removed. Mr. Howery, the Maintenance Foreman for this area, expressed some concern about possible vandalism and thievery as this project is near a major recreation area, Lake Detroit. As a preventative measure, clamps will be fabricated to clamp the fence units together and the connector pin heads will be grouted with a small amount of grout which can be easily removed when needed for maintenance operations.

Prior to final project acceptance, the following safety items will be completed: breakaway holes will be drilled in a curve sign support post, and reflective paint spots will be painted on the barrier in the curve areas.

8770

ERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 30, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-47(6)

Contract 8770, Work Completed October 13, 1978

Project Detroit Lake-Tunnel Cr.(M.P. 45.7 & 58.1)

Highway North Santiam

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Oct. 20, 1978

NOTED
H.S.COULTER

for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
NOV 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
NOV 13 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widmar
Gebauer
Church

8770

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Detroit Lake-Tunnel Creek

WEEK ENDING: October 21, 1978

SECTION PREFIX: 124-1032

HIGHWAY: North Santiam

COUNTY: Marion

NAME OF JOB: Detroit Lake Tunnel Creek

KIND OF WORK: Slope Scale, Prot. Barrier, and paving

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 8770

FEDERAL AID PROJECT NUMBER: F-47(6)

DATE OF CONTRACT: June 26, 1978

DATE WORK STARTED: August 2, 1978

ESTIMATED COMPLETION DATE: October 13, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 115

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 91

PERCENT OF TIME ELAPSED: 79%

PROJECT AUTHORIZATION: $271,462.49

EXCLUSIVE OF ENGINEERING: $249,936.83

ENGINEERING AUTHORIZATION: $21,525.66

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 990.%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $253,152.00

ENGINEERING COST TO DATE: $17,312.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.6%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.3 %

PERCENT OF AUTHORIZATION: 80 %

DATE PROJECT WAS COMPLETED: October 13, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Scaling	Prot. Barr.
100%	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	0.50			0.50
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.50	0.50			0.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)	705 CY	530 CY			2200 Ton
TOTAL QUANTITIES CORRECTED TO DATE	705 CY	785 CY			2110 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	705 CY	785 CY			2110 CY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Oct. 15	Fair	0		
MONDAY	"	0		
TUESDAY	"	0		
WEDNESDAY	" "	0		
THURSDAY	"	0		
FRIDAY	"	0		
SATURDAY	"	0		

K

RECEIVED
OCT 24 1978
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	No cativity by contractor. Final inspection held this date.
SATURDAY	No activity.

REMARKS

Project completed on October 13. Final inspection held on Friday, Oct. 20.

THIS IS THE LAST REPORT

SIGNED ____________ LOCATION Salem

DISTRIBUTION Construction (3), Region file.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8770.

STATE COPY

9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-79	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-14-78	Oregon County Marion Project No. F-47(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 4.0 mi. W. of Detroit WCL, E 12.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 264,652.00	$ 226,992.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-47(6)

Detroit Lake-Tunnel Cr. (M.P. 45.7 & M.P. 58.1)
N. Santiam Highway
Marion County

Project Agreement Estimate.

Type Code Y007 (Safety)
Roadway (M.P. 45.7 to M.P. 46.0) (M.P. 58.08 to M.P. 58.27)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	408 Sq.Ft.	$ 1.00	408.00
Temporary Barricades	2 Each	1.00	2.00
Flagmen	600 Hour	20.00	12,000.00
Clearing and Grubbing	All Required		8,000.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	705 Cu.Yd.	5.00	3,525.00
Front End Loader 4-Wheel Drive	235 Hour	40.00	9,400.00
Dump Truck	235 Hour	30.00	7,050.00
Scalers	470 Hour	18.00	8,460.00
Scaler's Helper	470 Hour	18.00	8,460.00
Finishing Roadbed and Slopes	All Required		2,000.00
Aggregate Base	530 Ton	12.00	6,360.00
Class "B" Asphalt Cement	2,200 Ton	20.00	44,000.00
12-Inch Culvert Pipe	144 Lin.Ft.	16.00	2,304.00
Guard Rail, Type 2A	1,675 Lin.Ft.	8.00	13,400.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Guard Rail Anchors, Type 2	1 Each	350.00	350.00
Guard Rail Pieces, Type C	3 Each	200.00	600.00
Rock Protection Fence	1,825 Lin.Ft.	15.00	27,375.00
Concrete Shoulder Barrier	2,165 Lin.Ft.	22.00	47,630.00
Delineators	10 Each	30.00	300.00
			$231,674.00

Anticipated Items

Permanent Pavement Striping (SF)	All Required	$ 1,000.00
Temporary Erosion Control (EW)	All Required	500.00
		$ 1,500.00

Subtotal	$233,174.00
Engineering	31,478.00
Total	$264,652.00

Length of Project 0.00 Mile

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-47(6)

Work Retained in Program Status
(Not included in amounts below)

Seeding and Mulching	All Required	$ 1,000.00
Barrier Backfill	All Required	1,000.00
Concrete Barrier and Fence in Stockpile	All Required	3,000.00

Federal Funds (85.77%)		$226,992.00
State Funds.		37,660.00
	Total	$264,652.00

Group 1	100%
Contract No.	8770
Prefix No.	124-1032

Oregon State Highway Division Salem, Oregon, July 6, 1978	Federal Aid Project No. F-47(6)

Detroit Lake Tunnel Cr. (M.P. 45.7 & M.P. 58.1)
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 1,000.00

8770

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8770 for work on the Detroit Lake-Tunnel Creek (M.P. 43.7 & M.P. 58.1) Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Ken Wolfe

8770

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Ken Wolfe
SAIF
Fran

June 28, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Detroit Lake-Tunnel Creek (M.P. 45.7 & M.P. 58.1) Section of the North Santiam Highway in Marion County for the sum of $231,674 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8770.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8770

162

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald L. Rau

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Detroit Lake - Tunnel Cr (MP 45.7 & 58.1)
Highway North Santiam
County Marion Region 8
Type of Work Scale Slopes Funds FA Comb
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No problems
Write-off Letter	☒					

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒					
Cultural Salvage						

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					

8771 Sublimity (W. Main St.) 1978
Sec. of city street in Sublimity
(Grading & paving)

C+Q 6342 12-5-77 , 5-16-79

8771

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5/31/79	CC 2000		324-1738-295

BILL TO: Code:

City of Sublimity
City Hall
Sublimity, Oregon 97385
Attn: Jack Gries, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: per Itemized Statement.			
SCA Project Sublimity (W. Main St.) Section Covered by Agreement No. 6342 Contract No. 8771			
TOTAL COST			$31,814.63
Less State's Share			25,000.00
City's Share			6,899.52
City's Advance Deposit			8,130.00
REFUND DUE CITY			$ 1,230.48

Advance Deposit Amount	$ 8,130.00
Advance Deposit Previously Transferred to Highway Fund	$ - 0 -
Balance	$ 8,130.00
Transfer to Highway Fund	$ 6,899.52
Refund Due	$ 1,230.48
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	None

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
D. E. Swan

SP*35736-734

Date May 31, 1979

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1978

Contract # 8771 Prefix 324-1738 Survey Prefix 324-1426

Street West Main Street

City Sublimity

Payments to Contractor (see attached voucher)	$ 26,832.52 *
Engineering and Contingencies	6,109.11
Survey: Total $4,019.64 Construction Prorated Share ...... Agreement 6342	- 1,042.11
TOTAL	$ 31,899.52
Agreed State Share	25,000.00
Agreed City Share	6,899.52
City Advance Deposit	8,130.00
DUE TO CITY	$ 1,230.48

Reference: Outside Billing CC 2000

* Included $16.58 interest

** Total Engineering	$6,109.11
15% of Construction Costs	4,024.88
Difference	$2,084.23
State's Share of Costs	$1,042.11

8771

May 16, 1979

City of Sublimity
City Hall
Sublimity, OR 97385

Attention: Jack Gries
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6342

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the W. Main Street Section, a city street in Sublimity.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

5-1-79

```
                                                                              MARCH 1979
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION  GR  CURRENT MONTH    YEAR TO DATE
                                                ** JOB TOTALS **               **

   SHAFF RD-WASH ST. STAYTON     CONT NO       FA PROJ NOS
                                      324   1737    287     00
                                                ** JOB TOTALS **               **

   SUBLIMITY-W MAIN ST           CONT NO 8771 = FA PROJ NOS                           26,815.94
                                      324   1738    201     00                            16.58
                                      324   1738    206     00                         6,109.11
                                      324   1738    900     00                        32,941.63
                                                ** JOB TOTALS **               **

   WILLOW CRK BR (HEPPNER)       CONT NO       FA PROJ NOS
                                      325   1707    900     00
                                                ** JOB TOTALS **               **

   ROCKAWAY, N 3RD AVE           CONT NO 8593 * FA PROJ NOS
                                      329   1710    201     00
                                      329   1710    206     00                           880.00
                                      329   1710    291     00                            52.50
                                      329   1710    900     00                           932.50
                                                ** JOB TOTALS **               **

   SW BARBARA ST STANFIELD SECT  CONT NO 8543 * FA PROJ NOS
                                      330   1733    201     00
                                      330   1733    206     00
                                      330   1733    900     00
                                                ** JOB TOTALS **               **

   SE NUPT-UMTLA-STNFL HY 4,HERM CONT NO       FA PROJ NOS
                                      330   1734    287     00
                                                ** JOB TOTALS **               **

   GRNWOOD-ALIMO-W 2ND ST ENTPRS CONT NO       FA PROJ NOS         6,000.00         6,000.00
                                      332   1710    900     00     6,000.00   **    6,000.0
                                                ** JOB TOTALS **

                                         MAJOR CLASS 17 TOTALS     7,938.54       363,379.7

   ASTORIA BR R/W                CONT NO       * FA PROJ NOS
                                      004   1802    411     00 0
```

5-1-79

8771

```
                                                                MARCH 1979        PAGE  466
MARY
                                                                  FISCAL          GRAND TOTAL
ARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                                                      **                    **     12,500.00  **
                         ** JOB TOTALS **

                                                                                               STATE
TON      CONT NO               FA PROJ NOS                                          1,680.00
             324    1737         287        00
                         ** JOB TOTALS **             **                    **      1,680.00  **

                                                                                               STATE
         CONT NO 8771 = FA PROJ NOS
             324    1738         201        00                     26,815.94       26,815.94
             324    1738         206        00                         16.58           16.58
             324    1738         900        00                      6,109.11        6,109.11
                         ** JOB TOTALS **             **           32,941.63  **   32,941.63  **

                                                                                   00         STATE
)        CONT NO               FA PROJ NOS                                         25,000.00
             325    1707         900        00
                         ** JOB TOTALS **             **                    **     25,000.00  **

                                                                                   00         STATE
         CONT NO 8593 * FA PROJ NOS                                                34,365.31
             329    1710         201        00                                          5.33
             329    1710         206        00                                     12,613.92CR
             329    1710         291        00                       880.00         3,295.78
             329    1710         900        00                        52.50
                         ** JOB TOTALS **             **             932.50  **    25,052.50  **

                                                                                   00         STATE
LD SECT  CONT NO 8543 * FA PROJ NOS                                                15,603.25
             330    1733         201        00                                          3.59
             330    1733         206        00                                      1,530.79
             330    1733         900        00
                         ** JOB TOTALS **             **                    **     17,137.63  **

                                                                                              STATE
Y 4,HERM CONT NO               FA PROJ NOS                                          1,190.00
             330    1734         287        00
                         ** JOB TOTALS **             **                    **      1,190.00  **

                                                                                              STATE
ST ENTPRS CONT NO              FA PROJ NOS
             332    1710         900        00      6,000.00            6,000.00        6,000.00
                         ** JOB TOTALS **           6,000.00  **        6,000.00  **    6,000.00  **

                   MAJOR CLASS 17 TOTALS            7,938.54          363,379.79    1,495,569.71

                                                                                    00        STATE
         CONT NO          * FA PROJ NOS                                           329.56
             004    1802         411        00 0
```

4-25-79

```
                               324    1402      910       00
                               324    1402      914       00
                               324    1402      924       00
                                             ** JOB TOTALS **                **

 2ND ST-SPRR (JEFFERSON)      CONT NO       * FA PROJ NOS
                               324    1404      905       00
                               324    1404      910       00
                               324    1404      924       00                          10
                                             ** JOB TOTALS **                **       10

 W MAIN ST, SUBLIMITY         CONT NO       * FA PROJ NOS
                               324    1426      901       00
                               324    1426      905       00
                               324    1426      910       00
                               324    1426      911       00
                               324    1426      914       00
                               324    1426      920       00
                               324    1426      921       00                           3
                                             ** JOB TOTALS **                **        3

 IDAHA(CHURCH ST BR)MARION/LIN CONT NO      * FA PROJ NOS
                               324    1483      901       00
                               324    1483      905       00
                               324    1483      906       00
                                             ** JOB TOTALS **                **

 N MAIN ST, BOARDMAN          CONT NO         FA PROJ NOS
                               325    1462      901       00
                               325    1462      910       00
                               325    1462      911       00                           7
                               325    1462      923       00                          43
                                             ** JOB TOTALS **                **       50



TOTAL TO DATE JOB COST SUMMARY                                                 MARCH 197
                                                                                  FISCAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO D

 SE 6TH AVE (TROUTDALE)       CONT NO       * FA PROJ NOS
                               326    1463      901       00
                               326    1463      905       00
                               326    1463      905       00 &
                               326    1463      910       00
                               326    1463      920       00
                               326    1463      921       00
                                             ** JOB TOTALS **                **
```

```
           324    1402      910      00                                                  1,387.00
           324    1402      914      00                                                     99.56
           324    1402      924      00                                                     75.72
                         ** JOB TOTALS **            **                       **         1,562.28  **

ON)     CONT NO       * FA PROJ NOS                                                         00     STATE
           324    1404      905      00                                                     46.88
           324    1404      910      00                                                    899.29
           324    1404      924      00                                  100.96            100.96
                         ** JOB TOTALS **            **                  100.96   **     1,047.13  **

        CONT NO       * FA PROJ NOS                                                         00     STATE
           324    1426      901      00                                                  1,614.31
           324    1426      905      00                                                    781.07
           324    1426      910      00                                                  1,026.56
           324    1426      911      00                                                     36.00
           324    1426      914      00                                                      1.20
           324    1426      920      00                                                     52.75
           324    1426      921      00                                   30.90            507.76
                         ** JOB TOTALS **            **                   30.90   **     4,019.64  **

ARION/LIN CONT NO     * FA PROJ NOS                                                         00     STATE
           324    1483      901      00                                                    155.53CR
           324    1483      905      00                                                      4.07
           324    1483      906      00                                                    469.58
                         ** JOB TOTALS **            **                       **           318.12  **

        CONT NO         FA PROJ NOS                                                         00     STATE
           325    1462      901      00                                                  1,334.33
           325    1462      910      00                                                    190.29
           325    1462      911      00                                   73.90             73.90
           325    1462      923      00                                  432.54            432.54
                         ** JOB TOTALS **            **                  506.44   **     2,031.06  **



SUMMARY                                                  MARCH 1979          PAGE  466

                                                            FISCAL            GRAND TOTAL
EPARTMENT         PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE

E)      CONT NO       * FA PROJ NOS                                                         00     STATE
           326    1463      901      00                                                  2,466.62
           326    1463      905      00                                                    509.72
           326    1463      905      00 &                                                  173.25
           326    1463      910      00                                                     44.32
           326    1463      920      00                                                     25.05
           326    1463      921      00                                                    474.10
                         ** JOB TOTALS **            **                       **         3,693.06  **
```

= 771

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 25, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

28, 282 Bid

SUBJECT: Construction Engineering Costs
Sublimity (W. Main St.) Section
Special City Allotment (SCA) Project

On the Consent Calendar for the February 8 meeting will be a proposal for the State to share construction engineering costs greater than 15 percent.

The State and the City of Sublimity in November 1977 agreed to jointly finance construction of W. Main Street from Center Street to Johnson Street. Engineering on this city street was to be performed by the State.

At that time we estimated construction engineering to cost $2,295.00. When bids were received June 22, 1978 the estimate increased to $2,893.94. Construction is now complete with a final cost of $5,939.34, or 22.1 percent of the total construction cost.

On Federal Aid Urban (FAU) and Federal Aid Secondary-County (FAS-C) projects, we share construction engineering costs over 15 percent. I propose to incorporate similar language into the master Special City Allotment (SCA) Agreement with the League of Oregon Cities (LOC) when we renegotiate that agreement later this year.

In the interim, I recommend your approval to share the construction engineering costs greater than 15 percent with the City of Sublimity. I also request your authorization to sign a modified project agreement for and on your behalf with the City. I estimate the State cost at $958.00.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 26 1979
Hillebrandt

GW:l ia

bc F. B. Klaboe
C. W. Head
L. W. Rulien
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

Approved 2-8-79

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 23, 1979

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Construction Engineering Costs
SCA Projects

Chief Counsel, Jack Sollis, prefers obtaining Transportation Commission Consent Calendar approval for the State to share excessive construction engineering costs. There should only be one or two projects involved prior to our updating later this year the master League of Oregon Cities Agreement.

For this purpose attached is a draft letter to the Oregon Transportation Commission relative to a Sublimity (W. Main St.) SCA project. Also, attached is the mag-card and my original January 18 letter of recommendation and its attachments. You may want to follow up with the construction office relative to possible savings on future projects. I will follow up with respect to the master LOC Agreement unless you deem we do otherwise.

GWW:dmc
Attachments

Make reference to new agreement?

RECEIVED
STATE HWY ENGR
JAN 23 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Date: 1-22-79

To: Oregon Transportation Commission

From: H.S. Coulter
State Highway Engineer

Subject: Construction Engineering Costs
City of Sublimity, SCA Project.

In November, 1977 the State and City of Sublimity agreed to jointly finance construction of West Main Street (Center to Johnson Sts), a City street. Engineering to be performed by the State.

At that time, the Construction Engineering was estimated at \$2,295^{02}. Bids were received June 22, 1978 by then, the anticipated costs were \$2,893.94. Final cost records for the Sublimity project show \$5,939.34 or 22.1 percent spent for Construction Engineering. This is excessive.

It is recommended we split Construction engineering overruns in excess of 15 percent on this and future SCA projects.

This matter will be on the February 8 meeting Consent Calander and I recommend your approval.

bc: C. W. Head

F. B. Klaboe

L. W. Rulien

C. O. Fredrickson

Geo. Ball

D. H. Moehring

C. T. Keasey

J. E. Skoog

LH -

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 18, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Construction Engineering Costs
SCA Projects

Final cost records for the Sublimity project show $5,939.34 or 22.1 percent spent for construction engineering. This is excessive. I believe we should adopt a statewide policy that relieves Sublimity of a portion. Region in the attached reports recommends similarly. We already relieve 50 percent of such overruns on FAU and FAS-C projects.

May we have your concurrence to split construction engineering overruns in excess of 15 percent on this and future SCA projects?

In addition, we should take steps to better control such overruns on future SCA projects. Questionable areas we see from the Region attachment are:

1) Eliminate Region (Fretwell's) material re-inspections.

2) Eliminate plant inspector on commercial AC mix.

3) Possibly we don't need 12.5 percent of the engineering authorization spent in the lab.

4) Also 36 percent of the engineering authorization seems high for making a semifinal. Maybe we don't need this amount of documentation for the City.

5) Could we place more reliance on the inspector and less at the HE-4 and HE-2 level?

GW:pf
Attachments

1-17-79

SUBLIMITY FINAL COSTS.

ITEM	ORIGINAL	FINAL	%
CONTRACT Items	$\$28,932^{70}$	$27,065^{94}$	-6^{5}
INTEREST Late Estimate	—	16^{58}	
Pavement Stripe	650^{00}	—	
Contingencies	1,301.97	-233^{42}	
Engineering	2,893.94	$5,939^{34}$	$+105^{2}$
Total Cost	$\$33,127^{94}$	$\$32,771^{86}$	-1^{1}

SP*[illegible]-734

Form E-49

1-17-79

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

SUBLIMITY

1					
2		FINAL CONTRACT Amount			$ 27065^{94}
3		PA#1 - Credit to Allow Street			
4		Closure			- 250^{00}
5		Interest for 37 day late Estimate			16^{58}
6		10% Engineering Costs.			2683^{25}
7					
8		GRAND Total			$ 29515^{77}
9					
10					
11	Ⓐ	Engineering Costs	$ 5939^{34}		
12		10% Engineering Cost.	2683^{25}		
13		State	$ 3256^{09}	or 1/2 =	$ 1628^{05}
14					
15			5939^{34}		
16	Ⓑ	15% Engineering Costs	4,022^{39}		
17		State	1916^{95}	or 1/2 =	$ 958^{48}
18			city		
19	Ⓒ	$\frac{1832^{52} \times 3256^{09}}{26832^{52}}$	= 222^{08}	=	
20					
21			29,515.77		
22		$ 32,771^{86} −	$ 29,737.85	=	$ 3034^{01}
23					
24					
25					
26					
27					

1-17-79

Review of Charges -

Res. Eng. Labor.

Month of August - $1,207.27 to Review Plans and make grade computations on a 1 block Section of Street is steep. I feel the work could have been done by eliminating the Resident and/or Asst Residents labors.

month of September - $2,235.84 Could have been cut down by using only 1 inspector with minimum Resident Supervision. Asphalt Coming from a Commercial plant would eliminate AC quality Control.

month of October $1,051.92 for working up a Semi-final - Using a Resident, Asst. Resident, an Inspector and Office man to Complete, Seems unnecessary.

?

Fretwells Charges and Lab Charges were unnecessary due to Commercial mix material.

Overtime and meal allowance were not needed with 3 men on the project - Time could have been staggered.

Form E-49

1-17-79

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET .... OF .... SHEETS

ENGINEERING % ON SCA PROJECTS
CONSTR'N

Region	City	Const. Costs	Engineering	%
1	Columbia City	24,034.^{61}	2 859^{28}	11.9
2	Rockaway	34,370.^{64}	3 295^{78}	9.6
3	Rogue River	18,287.^{08}	1,795.^{18}	9.8
3	Shady Cove	24,972.^{57}	3,311.^{32}	13^{3}
4	Redmond	26 628^{80}	2 129.^{91}	8^{0}
4	Chiloquin	22 531^{62}	2 655^{72}	11^{8}
5	STANFIELD	15 606^{84}	1 530^{79}	9^{8}
7 Projects			Average	10^{6}
2	Sublimity	26,832^{52}	5 939^{34}	22^{1}

SP*33585-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
January 8, 1979
Salem, Oregon

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Sublimity (W Main St.)
SCA Project
Construction Engineering
Charges

In response to your December 20, 1978, letter, I have attached a letter from Loren Weber which indicates and explains his charges.

Loren's total is $4,682.33, so it appears the printouts are correct.

Isn't there a way for State to pick up at least a part of the engineering similar to FAU projects when they overrun?

TWL/gl
attachment

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: August 4, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Construction Engineering Costs
Local Government Projects

In recent years, two Local Government projects seriously overran the allowable FHWA limitation for construction engineering.

Following construction of the Cape Lookout-Sand Lake Section (FAS-C project in Tillamook County), you directed our splitting 50-50 with local entity on this project and future FAS-C overruns with the involved county. We failed to incorporate language in our agreement with AOC.

More recently, the Woodland Drive-Cape Arago Highway Section (State Secondary-Cooperative Project) in Coos Bay seriously overran. We are recommending splitting the construction engineering overrun on this urban type project.

We believe it should be consistent . State's economy points to paying none. Non-participation by State doesn't seem fair for local government. Normally, and in both the cases cited, an engineering crew moved or was on reassignment which the local entity does not control.

I recommend we split 50-50 construction engineering overruns for State engineered projects on the FAS-C and FAU programs. We usually match local funds on both these programs.

On SOS we match nothing, including construction engineering overruns. We should continue the no-match on the SOS program.

SCA construction funds are limited in amount. We have defined our preliminary SCA engineering participation and construction engineering must be limited strictly by the funding limit. Your authorization to initiate the foregoing is requested. This matter will be handled with specific project agreements.

Financial involvement approximates $100 or less per project overrunning, except for the extreme cases where relief is so important.

GWW:lml

APPROVED
FBKlaboe
CHIEF OF OPERATIONS
DATE: 8-4-78

125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 324-1738

January 4, 1978

Lorn Weber

FROM: Loren A. Weber
Resident Engineer

SUBJECT: Engineering Charges
Sublimity (West Main Street)
Marion Co. Contract #8771

TO: T. W. Litchfield
Region Construction Engineer

Earlier you asked me to review the engineering costs for the work on the subject project. The basic breakdown is:

Our labor, including overtime and meals	$ 4682.33
Fretwell's charges	422.58
Lab	361.50
Equipment rental	178.83
Misc. outside charges	151.14
TOTAL	$ 5,796.38

Our labor - breakdown shows monthly costs as:

June		$ 187.30
July		- 0 -
August	Job preparation	1,207.27
September	Contractor's operations	2,235.84
October	Semi-final computations	1,051.92
	TOTAL	$ 4,682.33

During the month of August, the principal amounts came from myself, Fred Lucht, and Murray Colwell. This was spent in plan review and grade computations.

There were three major areas requiring care to match our work with the existing:
1. The connection to Johnson Street on the west
2. The fire station
3. Match the existing curb line on the right near Center Street.

The contractor did the bulk of his work in September, during which our main costs came from Fred Lucht, Murray Colwell and Gordon Cannon. Fred was supervising the work, Murray doing the project inspection and Gordon the A/C quality control.

Finally, in October, the costs were about evenly spread among myself, Fred, Murray and Allen Mickey in the preparation of the semi-final estimate.

The overtime and meal allowances were not a major factor, amounting to about $360.00

REGION 2 ENGINEER
RECEIVED
JAN 5 1979
☐ RLE ☐ RSE
☐ RE ☑ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Date 1-8-79 OJECT MANAGEMENT OFFICE MEMO

Subject W. Main St. (Center-Johnson) File No.

Received [✓ (call)] (visit) from Gordon Burns

Address Sublimity

Made (call) (visit) to 10⁰⁰/4³⁰ — City Clerk Phone 769/5475

Reason for contact and general discussion:

Needs final accounting on SCA project, please check this out & see whats what, when we may final? $25-30,000 total cost? $2-3,000 city cost?

Called - 11:AM - final Cost 29,796.26 - City Cost 4,796.26

Told Them approx Mid month final. H

Signature

FH

File ( ) ( ) ( ) ( ) ( ) [✓ ( )] ( ) ( )
Circulate: PME LGE OPE FAE [✓ CCE] OM Other

8771

To C. O. Fredrickson
Region 2 Engineer

December 20, 1978

From Gerald Wimer Gerald Wimer
Local Government Manager

Sublimity (W. Main St.) SCA Project

In preparing the final billing on the subject project, I noted that the engineering charges were double that shown on the project authorization.

With a completion date of 9-28-78, is it possible the $2,812.72 shown on the November printout should have been charged to a different prefix?

As you know all charges over $25,000 are 100% city costs, and we have to justify these costs to the city.

FH:GWW:tmw

cc: C. T. Keasey

FISCA	78-	Stayton, OR 97383 8771		$

WARRANT NUMBER		
CONTRACT NO. 8771	MATE NO. 2F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 9/28/78	12-20-78	This final claim has been authorized in the above amount.
~~APPROVED~~:		RJHauck ~~(DEPUTY STATE HIGHWAY ENGINEER)~~ (Designated Authority)
~~DESIGNATED AUTHORITY~~		

CONTRACTOR'S CERTIFICATE

Lee D. BENSING

I, Lee D. Bensing certify that I am Sec./Treas.

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
DEC 20 1978
CONTRACT ACCOUNTING

RECEIVED
DEC 20 1978
HIGHWAY ACCOUNTING

Lee D. Bensing
(Signature)

FORM 81-734-1020

24353

Stayton, OR 97383		12/21	$ 1,360.55
8771	11/9	Principal Interest	$ 1,343.97 16.58

bb

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN
INTEREST BEARING ACCOUNT . . . . ———

LESS OSHD COSTS FOR ADMINISTERING RETAINAGE
(INTEREST BEARING OR SECURITIES) . . . . (———)

PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 16.58

TOTAL DUE CONTRACTOR 1,360.55

*INTEREST FROM Nov. 9, 1978

RJ Hacek
R. J. HACEK, ASSISTANT CONTROLLE

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ 3000 = INT./DAY	x TOTAL DAYS	= INTEREST DUE
2 Final	12-15-78	1,343.97	0.4480	37	16.58

Form 734-1388

work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
DEC 20 1978
CONTRACT ACCOUNTING

RECEIVED
DEC 20 1978
HIGHWAY ACCOUNTING

Lee D. Bensing
(Signature)

FORM 81-734-1020

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

734-1020 (REV. 7-78)

COUNTY MARION	CONTRACT NO. 8771	ESTIM
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION SUBLIMITY (W MAIN ST)		

ITEMS	UNITS	UNIT PRICE	QUANTITY T
9N MOBILIZATION	LUMP SUM	1400.0000	100
9N TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	10
9N TEMPORARY SIGNS	SQ FT	7.0000	2
9N TEMPORARY BARRICADES	EACH	90.0000	
9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	800.0000	10
9N GENERAL EXCAVATION	CU YD	18.0000	13
9N CEMENT TREATED SUBGRADE	SQ YD	3.3000	1,29
9N CEMENT FOR TREATED SUBGRADE	TON	90.0000	3
9N ASPHALT IN SEAL	TON	200.0000	2
9N CLASS B ASPHALT CONCRETE	TON	26.0000	23
9N 8-INCH SEWER PIPE	LIN FT	13.2000	6
9N CONCRETE INLETS TYPE G-1	EACH	495.0000	
9N CONCRETE WALKS	SQ YD	15.4000	9
9N CONCRETE DRIVEWAYS	SQ YD	19.2500	8
9N SIDEWALK RAMPS	EACH	237.6000	
9N CONCRETE CURBS	CU YD	143.0000	
9N SALVAGING AND RELAYING 2-IN DRN PIPE	LIN FT	6.6000	
PRICE AGREEMENT ITEMS			
9N CREDIT TO ALLOW STREET CLOSURE	LUMP SUM	250.0000-	10

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

12 04 78 PG. 01 8771

VOUCHER NO.
15664

DKG/lb
L. Weber

	TOTAL CONTRACT IT
5	% RETAINED ON CONTRACT IT
	FORCE ACCO
	TOTAL PAYME

	CONTRACT NO. 8771	ESTIMATE NO. 2	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		

ST)

NITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	1400.0000	100.000	1400.00	1400.00	
SUM	500.0000	100.000	500.00	500.00	
T	7.0000	25.000	175.00	175.00	
	90.0000	8.000	720.00	720.00	
SUM	800.0000	100.000	800.00	800.00	
D	18.0000	138.600	2494.80	2493.00	1.80
D	3.3000	1,299.000	4286.70	4286.70	
	90.0000	36.460	3281.40	3281.40	
	200.0000	2.060	412.00	412.00	
	26.0000	230.720	5998.72	5998.72	
FT	13.2000	68.000	897.60	897.60	
	495.0000	3.000	1485.00	1485.00	
D	15.4000	98.800	1521.52	1519.98	1.54
D	19.2500	81.200	1563.10	1563.10	
	237.6000	1.000	237.60	237.60	
D	143.0000	8.900	1272.70	1272.70	
FT	6.6000	3.000	19.80	19.80	
SUM	250.0000-	100.000	250.00-	250.00-	

```
:-----------------------:---------------:
: GROSS RETAINAGE       :               :
:-----------------------:---------------:
: TREASURER DEPOSIT     :               :
:-----------------------:---------------:
: * NET RETAINAGE       :               :
```

TOTAL CONTRACT ITEMS	26815.94	26812.60	3.34
5 % RETAINED ON CONTRACT ITEMS		1,340.63	1,340.63
FORCE ACCOUNT			
TOTAL PAYMENTS	26,815.94	25,471.97	1,343.97

8771

December 5, 1978

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

Gentlemen:

Contract No. 8771 awarded to North Santiam Paving Co. for work on West Main Street in Sublimity, Marion County, was completed on September 28, 1978, and accepted by the State Highway Engineer on December 1, 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 11, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc North Santiam Paving Co.
41203 Kingston-Lyons Dr.
Stayton, OR 97383

bc C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8771

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sublimity (W. Main St.)

WEEK ENDING: 11/4/78

SECTION PREFIX: 324-1738

HIGHWAY: City Street

COUNTY: Marion

NAME OF JOB: Same as Section

KIND OF WORK: Grading, Paving, Signs

CONTRACTOR: North Santiam Paving

CONTRACT NUMBER: 8771

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 7/11/78

DATE WORK STARTED: 8/25/78

ESTIMATED COMPLETION DATE: ---------

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 70

CALENDAR DAYS USED: 64

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $33,127.94

EXCLUSIVE OF ENGINEERING: $30,234.67

ENGINEERING AUTHORIZATION: $2,893.27

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $30,234.67

ENGINEERING COST TO DATE: $5,024.98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 9/28/78

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 174 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	250 '	250'			250'
MILES PARTIALLY COMPLETED					
MILES COMPLETED	250'	250'			250'
TOTAL ESTIMATED QUANTITIES (CONTRACT)	158	1360 Sq.Yd.			220 Tons
TOTAL QUANTITIES CORRECTED TO DATE	158	1360 S.Y.			231 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	158	1360 S.Y.			231 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 7 1978
CONSTRUCTION
BRANCH

Kassey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlose
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 30	Assembled Semi Final & worked up a transmittal letter for submission tomorrow.
TUESDAY 31	Semi Final taken to Region today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi Final has been submitted so this will be the final report for this project.

By: Allen G Mickey

SIGNED For: Loren A. Weber LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8771

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1978

North Santiam Paving Co.
41203 Kingston-Lyons Drive
Stayton, OR 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8771 for work on West Main Street in Sublimity, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Loren Weber

8771

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Loren Weber
SAIF
Fran

July 11, 1978

North Santiam Paving Co.
41203 Kingston-Lyons Drive
Stayton, OR 97383

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on West Main Street in Sublimity, Marion County, for the sum of $28,282.70 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the City of Sublimity and when the sum of $8,130 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8771.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 22, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

PROJECT MANAGEMENT OFFICE MEMO

Date 5/3/78

Subject Sublimity - W. Main St File No. ________

Received (call) (visit) from Gordon Burns

Address Sublimity

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion: I had requested he Call So I Could discuss The bid opening date with Him. They do not have the water line Contract as yet, But were agreeable to letting a Contract with the stipulation in the Specs That the Contractor would Schedule his work with the City to allow The water line to be installed

Signature Hildebrandt

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

√ m Bp

8771

June 22, 1978

City of Sublimity
City Hall
Sublimity, OR 97385

Attn: Jack Gries
City Recorder

Gentlemen:

On June 22, 1978 a satisfactory bid was received from North Santiam Paving Co., P.O. Box 516, Stayton, OR 97383, for construction on West Main Street.

The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$28,932.70
Permanent Pavement Striping	650.00
4½% Contingencies	1,301.97
10% Engineering	2,893.94
ESTIMATED TOTAL COST	$33,127.94
Less	25,000.00
City's Advance Deposit: rounded to $8,130.00	$ 8,127.94

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $8,130.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

7-11-78
REC'D ADV. DEP.
NOTIFIED V. BOYD
& PHIL STEARNS ✓

FFH:cw

bc w/AD#449: Vern Skoog - Please return completed AD#449
when check is returned
Region 2 Federal Aid Engineer

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
North Cole Street, Clackamas County
Pave
City Street -- 45-foot roadway curb-to-curb

Same as No. 3.

5. Remote Section
Coos Bay-Roseburg Highway, Coos County
Grade, Pave, Structure
Four-foot to 8-foot shoulders are available throughout this section.

Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
Gaylord Road, Coos County
Structure Replacement

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
Black Butte Boulevard, Deschutes County
Pave

Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
Pacific Highway, Douglas County
Roadside Improvement

A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
Middle Fork John Day River Road, Grant County
Grade, Base, Structure

Same as No. 3.

10. Wagontire-Lake County Line
Lakeview-Burns Highway, Harney and Lake Counties
Grade, Pave
Four-foot shoulders provided.

Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
City Streets, Jackson County
Grade, Pave
Twenty-eight-foot roadway curb-to-curb

Same as No. 3.

12. Shady Cove (Cleveland Street)
City Street, Jackson County
Pave
Four-foot shoulders provided

Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
Shasta Way, Klamath County
Grade, Pave, Structure
Five-foot sidewalks and 4-foot shoulders provided.

Same as No. 1.

14. Armitage State Park, Lane County
Toilet Building

Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
5th Street North, Lane County
Grade, Pave

Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
Oregon Coast Highway, Lane County
Grade, Pave

A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
Yachats River Road, Lincoln County
Pave

Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
Albany-Corvallis Highway, Linn County
Traffic Signals

Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
North Santiam Highway, Marion County
Slope and Rock Protection

Same as No. 6.

20. Sublimity (West Main Street)
City Street, Marion County
Grade, Pave

Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
FAP No. OS-2501(1), Morrow County
Grade, Pave, Structure

Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
FAS B-618, Union County
Structure
Twenty-eight-foot roadway on structure

Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
S.10th Avenue and Golf Course Road, Washington County
Grade, Pave

Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8771 Sublimity

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Rout

6-22-78 Bid Letting ________ All Clear Deadline

SECTION Sublimity (West Main St)
Highway City
County Marion Region 3
Type of Work C.P. Funds City
State __ Consultant __ Plans Avail. __ Yes ✓ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A City Funds
EIS						
Negative Declaration						
Project Assessment						
Write-off Letter						
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8771

768-5475

29,830
25,000
4,830

5-2[illegible]-78
Gordon S. Burns
St. Comm. says
Go Ahead-they
have $4830 & as
much as $8,000.00 if
needed.

5-18-78

Called City and talked with the Clerk. Recorder is ill, Mayor on vacation. Told her City share Now $4,830 & need to have verbal assurance that City share will be available after June 22 bid. opening. She says City is having a budget meeting tonight and will let me Know tomorrow.

Section Sublimity (N. Main St.) Sec Progr[illegible]ming Estimate $

Highway City Street Project Length .05 Mile

County Marion Completion Time 70 Calendar

Kind of Work Grading and Paving workdays

Prefix 324 - 1426 FA Project No. state

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 25402^{00}

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	650^{00}	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 650^{00}
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 26052^{00}

Contingencies (4-1/2%)	1172^{34}
Engineering (10 %)	2,605^{20}
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 29,829^{54}

APPROVED

Road Design Engineer

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

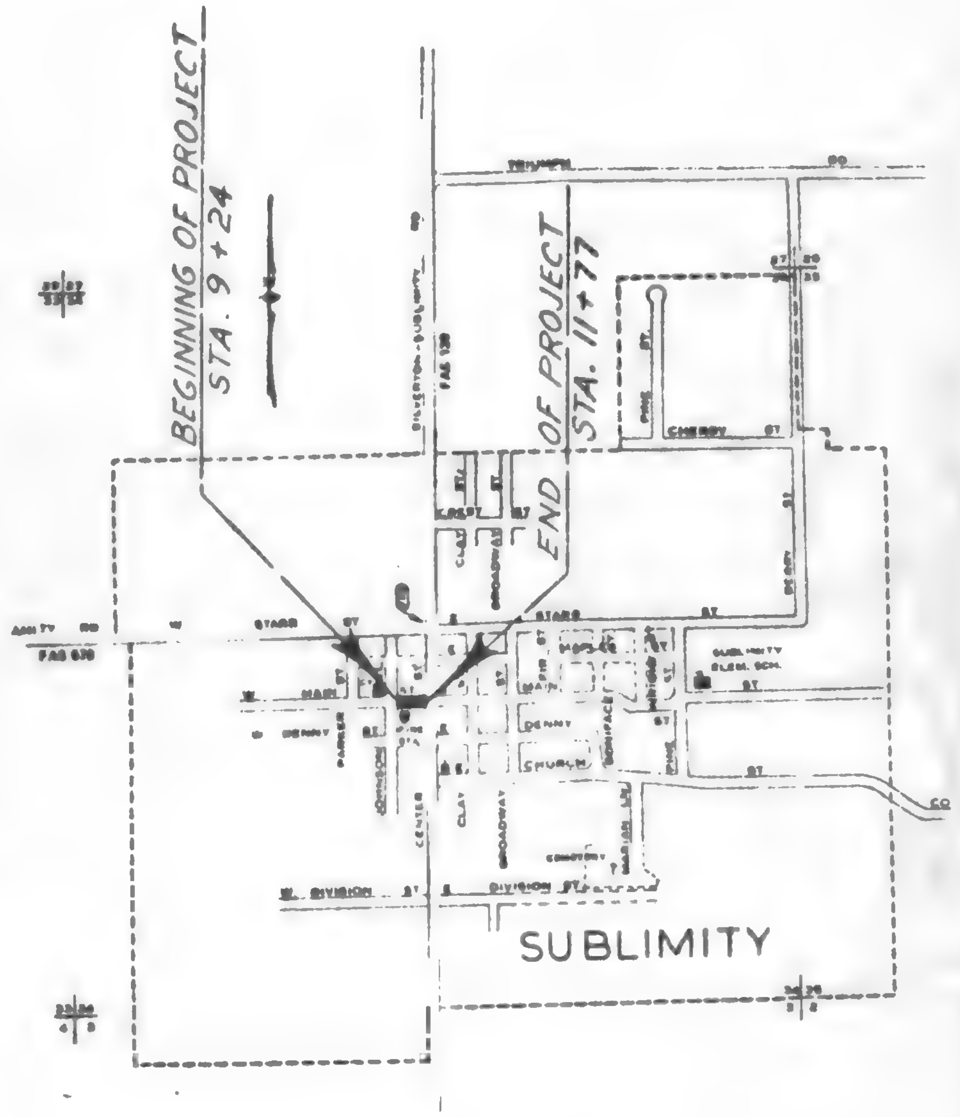
Sheet 1 of 1
Date May 15, 78
Section Sublimity (W. Main St.) Sec
County Marion
Kind Of Work Grading and Paving
Length .05 Mile
Name WC Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		Lump Sum	All	1900.00	1900.00
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	930.00	930.00
3.	Temporary Sign's		Sq. Ft.	52	6.00	312.00
4.	Temporary Barricades		Each	10	125.00	1,250.00
5.	Flagmen		Hours	80	18.50	1480.00
	Road Work:					
6.	Removal of structures and Obstruction's		Lump Sum	All	975.00	975.00
7.	General Excavation		Cu. Yd.	158	10.00	1580.00
8.	Cement Treated Subgrade		Sq. Yd.	1360	2.00	2720.00
9.	Cement for Treated Subgrade		Ton	23	70.00	1610.00
10.	Asphalt in Seal		Ton	2	200.00	400.00
11.	Class "B" Asphalt Concrete [illegible]		Ton	220	24.00	5280.00
12.	8-inch Culvert Pipe		Lin. Ft.	10	10.00	100.00
13.	8-inch Sewer Pipe		Lin. Ft.	60	9.00	540.00
14.	Concrete Inlets Type G-1		Each	2	500.00	1000.00
15.	Concrete Inlets Type B		Each	1	400.00	400.00
16.	Concrete Walks		Sq. Yd.	90	15.00	1350.00
17.	Concrete Driveways		Sq. Yd.	82	22.50	1845.00
18.	Side Walk Ramps		Each	1	300.00	300.00
19.	Concrete Curbs		Cu. Yd.	9	150.00	1350.00
20	Salvaging and Relaying ~~Remove~~ and Reinstall 8-inch Drain Pipe		Lin. Ft.	16	5.00	80.00
						25,402.00

8771

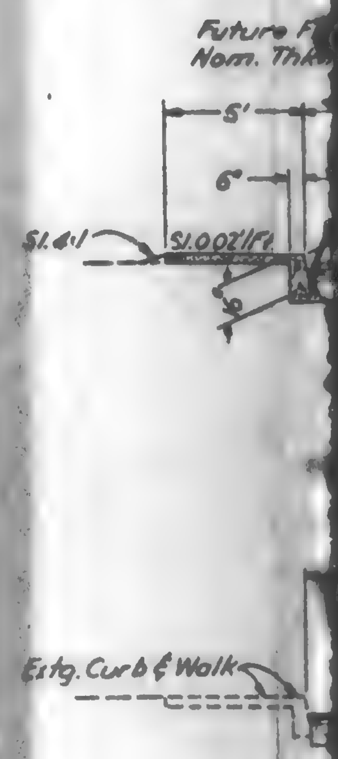
5-2-78

INDEX OF SHEE	
SHEET NO.	DESCRIPTI
1	Sketch Map, Summary, Typical S
2	Plan & Profile



Sketch Map

Scale 0 800 1600 Feet



SUMMARY

Item	Code	Unit	Quant.	Unit Cost	Total
Temporary Protection & Direction of Traffic			All		
Temporary Signs					
Flagman		Hr	80		
Removal of Structures & Obstruction			All		
General Excavation		C.Y.	158		
Cement Treated Subgrade		Sq. Yd.	1280		
Cement in Treated Subgrade		Ton	29		
Asphalt Cement in Seal Coat		Ton	2		
Class "B" Asph. Conc.		Ton	231		
Class 3300-1½ P.C. Conc. in Curbs		C.Y.	12		
Class 3300-1½ P.C. Conc. in Walk		C.Y.	17		
Class 3300-1½ P.C. Conc. in Drwys		C.Y.	16		
Remove & Reinstall 2" Drain Pipe		Lin. Ft.	16		
8" Culvert Pipe		Lin. Ft.	22		
8" Sewer Pipe		Lin. Ft.	44		

APPROVED CITY OF SUBLIMITY
P. O. BOX 148
CITY OF SUBLIMITY, OREGON
BY MAYOR Douglas
BY RECORDER G.R. Bradley
DATE 5/2/78

ALTE

HEETS

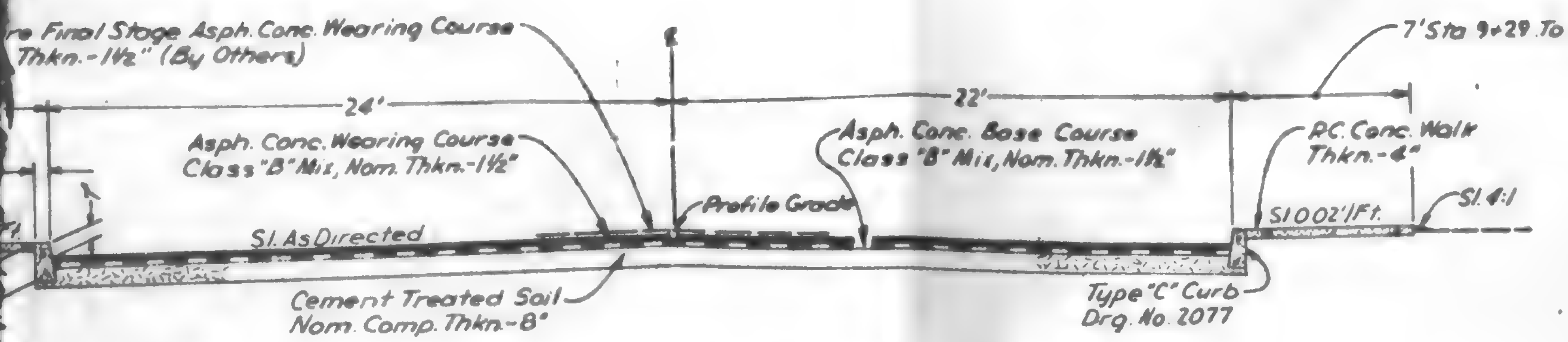
ical Sections & Details

PRELIMINARY COPY
APR 17 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

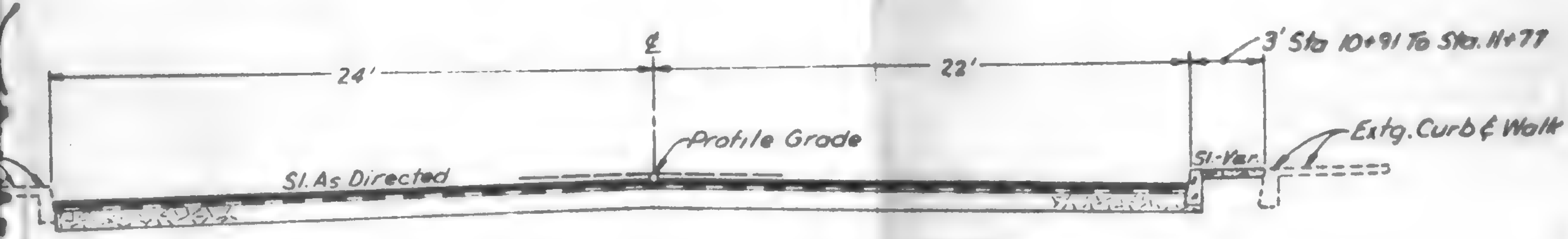
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
SUBLIMITY (W. MAIN ST.) SECTION
CITY STREET
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No. 1 TOTAL SHEETS
10	OREGON	STATE		See Index

TYPICAL SECTIONS


re Final Stage Asph. Conc. Wearing Course Thkn.-1½" (By Others)
℄
7' Sta 9+29 To Sta. 10+91
24'
22'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-1½"
P.C. Conc. Walk Thkn.-4"
Profile Grade
Sl. 0.02'/Ft.
Sl. 4:1
Sl. As Directed
Cement Treated Soil Nom. Comp. Thkn.-8"
Type "C" Curb Drg. No. 2077

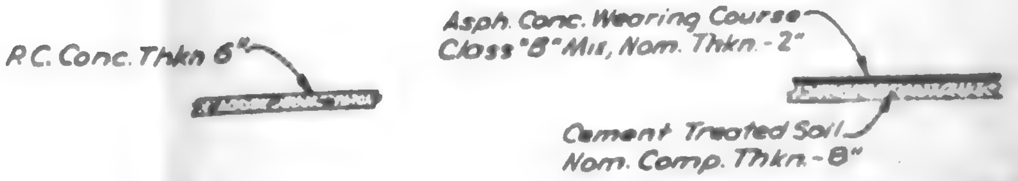
STA. 9+24 To STA. 9+90



(For Surfacing Details Not Shown, See Section Above)

STA. 9+90 To STA. 11+77

PRELIMINARY COPY
SUBJECT TO CHANGE

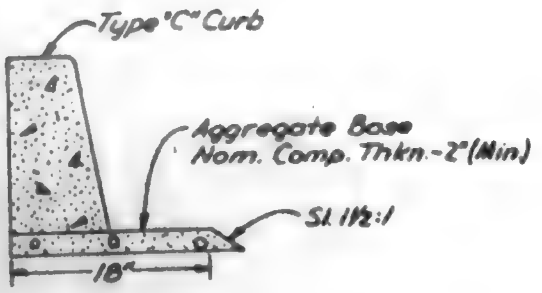

P.C. Conc. Thkn 6"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Cement Treated Soil Nom. Comp. Thkn.-8"

P.C. CONCRETE

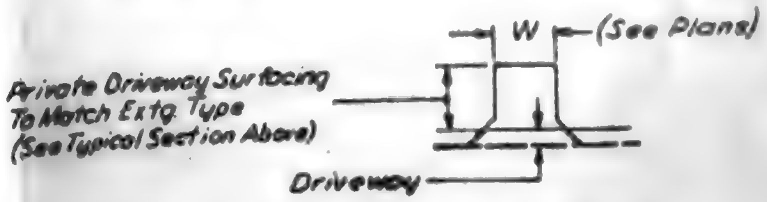
ASPHALT CONC.

PRIVATE DRIVEWAY SURFACING

MITY



ALTERNATE CURB BEDDING DETAIL


W
(See Plans)
Private Driveway Surfacing To Match Extg. Type (See Typical Section Above)
Driveway

TYPE "A"(M) DRIVEWAY

(For Details Not Shown, See Drg. 2077)

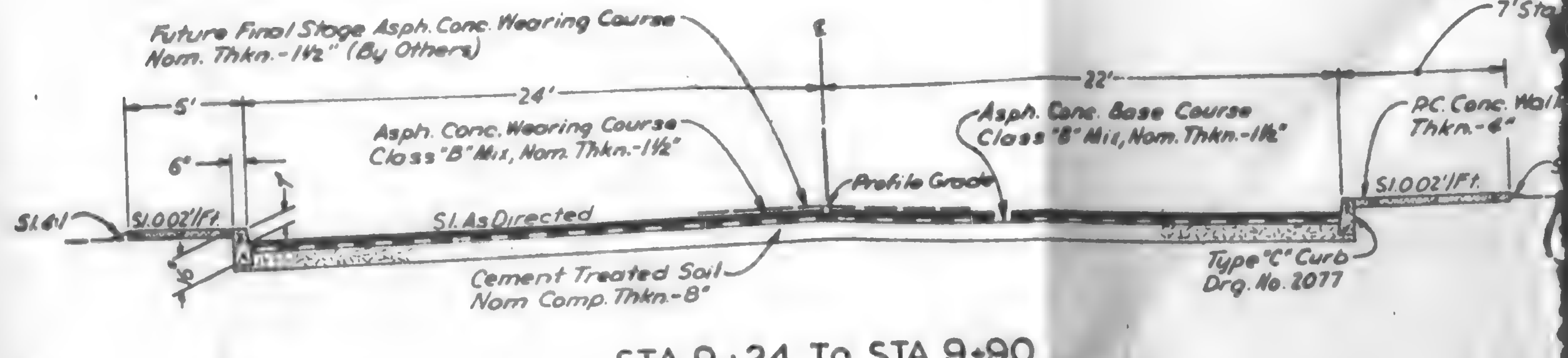
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map, Summary, Typical Sections & Details
2	Plan & Profile

PRELIMINARY COPY
APR 17 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

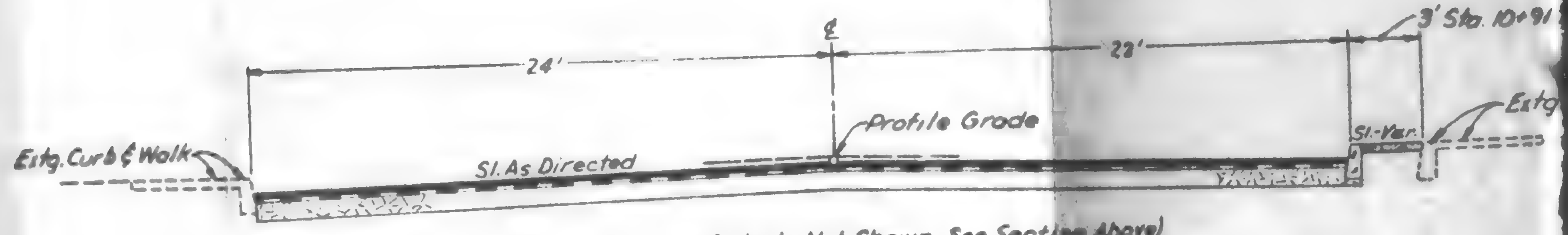
OREGON STATE
SUBLIMITY
CITY
MARION

FED. ROAD DIV. NO.	STATE
10	OREGON

TYPICAL SECTIONS

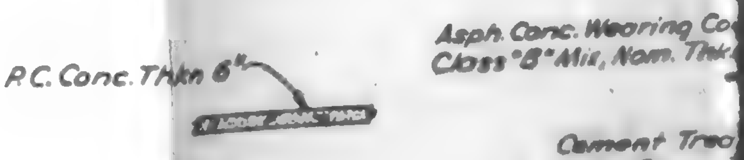


STA. 9+24 To STA. 9+90



(For Surfacing Details Not Shown, See Section Above)

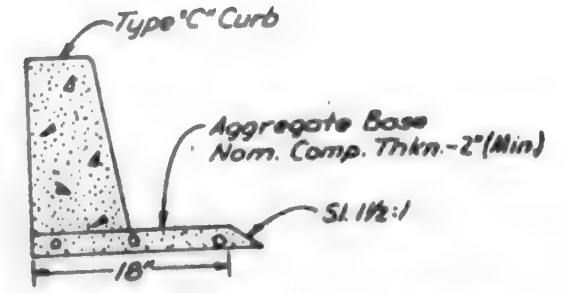
STA. 9+90 To STA. 11+77



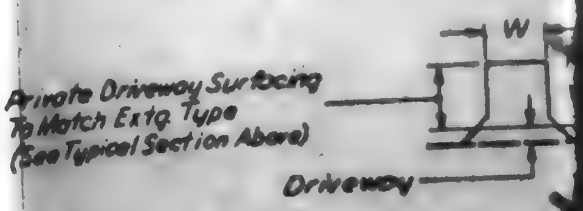
P.C. CONCRETE

PRIVATE DRIVEWAY S

PPROVED CITY OF SUBLIMITY
P. O. BOX 148
SUBLIMITY, OREGON
ITY OF
Y MAYOR
Y RECORDER G R Bradley
DATE 5/2/78



ALTERNATE CURB BEDDING DETAIL



TYPE "A" (M) DRI

(For Details Not Shown, See

8771

CITY OF SUBLIMITY
P. O. Box 146
Sublimity, Oregon 97385

4-21-78
~~March 15, 1978~~

Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTN: F.F. Hildebrandt
Local Programs Coordinator

Sir;

As per our telephone conversation, I wish to re-schedule the work to be done on West Main Street (Center to Johnson) in the City of Sublimity.

Improvement must be completed on water lines in that section prior to street improvement, therefore we ask that you schedule your work to be done in the month of August rather than May as planned.

Any questions please contact Milton Yeoman or Gordon Burns, City Hall 769-5475 769-2228

Sincerely,

Gordon S. Burns

Gordon Burns
Street Commissioner

cc to Region 2
+ with Location Data
Ben Gifford

J. Sullivan
4 21-78

Some wording should be written into The Specs That the Contractor May have to Schedule his work to be done in August or at a time when the water lines are in Place to the Cities Satisfaction.

F. Hildebrandt

cc D. Christensen

8771

April 17, 1978

Mr. Jack Gries
City Recorder
City Hall
Sublimity, OR 97385

Dear Mr. Gries:

Enclosed are two sets of preliminary plans for the 1978 Special City Allotment project on West Main Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a street, as shown on these preliminary plans, is currently estimated to cost $23,600. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 15, 1978 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GWW:FHH:dmc
Enc.

8771

Date 4-17-78 PROJECT MANAGEMENT OFFICE MEMO

Subject SCA Project Schedule File No. ______

Received (~~call~~) (visit) from D.E. Swan

June 22 Letting.

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion:

Sublimity, Brookings, Shady Cove were rescheduled to June at last schedule meeting. This was my suggestion and was dependent on designs being ready. Swan has word — not sure which — Cities do not want until Aug or plans won't be ready. Hildebrandt please check & recommend A Memo TO Sullivan requesting what we want ~~till~~ TO do, on Sublimity. No reason to hold Shady Cove. Brookings - No Money until July 1. Survey in Region office. will send this week.

Signature S Wenzit

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

OVER

Suggest we let Brooking and Shady Cove alone. Send Memo to Sullivan requesting the following be added into the Specs. "It may be necessary for the Contractor to Schedule his work so it will NOT Interfer with the Cities Contractor Laying WATER Pipe in the Area." It is anticipated the work will be Completed by August 1st.

8711

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-23-78

Attention: Right-of-Way Section

Subject: Special City Allotment Project
Project Name Sublimity (West Main Street) 924

Regarding the above referred to S.C.A. project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to S.C.A. project have been authorized by permit, franchise, or other approved procedure.

Signed at Sublimity, Oregon, this 23rd day of March, 1978

City of Sublimity

Mayor

City Recorder

CC DESWAN
CT Kensey
R TRIGSTAD
Done 3-30-78

Certified By:

Regional Right-of-Way Supervisor
Date 3/28/78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

MAR 29 1978

File: PM FA
TAA Reynoldson LG OP

Instructions: Complete A or B and C.
R/W File No. ________

- B771

PROJECT MANAGEMENT OFFICE MEMO

Date 3-17-78

Subject Sublimity (W. Main St.) File No. ____

Received (~~call~~) (visit) from Gordon Burns & MR. Yeoman

Address Sublimity

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion: Wanted to look over Plans for Project. Requested Sidewalk be removed and replaced full length on South side. Also that Curb depression be extended Easterly from fire station to a 65' opening rather than the planed ±13'. Also delivered a letter requesting delay of Contracting Project to August.

CC- Region 2
Add to Prel Plans

Signature Fred Hildebrand

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

M BP

8771

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 14, 1978

Mr. Jack Gries
City Recorder
City of Sublimity
P.O. Box 146
Sublimity, OR 97385

Dear Mr. Gries;

We have prepared the preliminary field design for your SCA Project (Johnson St.-Center St.).

The preliminary estimate is $21,300. The estimate includes grading, paving, construction of curbs, walks (where necessary), driveways and drainage. No cost was included for adjustment of utilities.

The estimated cost of preliminary engineering is $2,300 for a total cost of $23,600.

The City will be responsible for any relocation and/or adjustment of utilities as per the Special City Allotment Agreement. Three or four water valves will need adjustment. Also, two power poles are presently in the street on the south side.

Typical Section changed to eliminate pole removal approved by [illegible]

If you concur, please sign and return this letter for the project records.

Mayor

3-22-78
Date

Very truly yours,

Richard E. Nelson
REGION LOCATION ENGINEER

cc: C.O. Fredrickson
Fred Hildebrandt
File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 30 1978
M
File: PM FA
TAA Hildebrandt LG OP

8771

PROJECT MANAGEMENT OFFICE MEMO

1978

Date 3-14-78

Subject City of Sublimity File No. SCA

Received (call) (~~visit~~) from Mr Yeoman - City Maint. Eng.

Address Sublimity (769-5475)

Made (call) (visit) to Phone

Reason for contact and general discussion: City is doing water line and holding tank work. Contract to be let in May - Wanted to know when our Contract was to be let. I told him we could Schedule it to better fit their water-line Work. He will inform the Street Comm + City Eng. of our Discussion and write us a letter Stating when they would prefer Scheduling.

(Survey Not received from field yet.)

Signature Fred Hildebrandt

File ( ) ( ) (W) ( ) (S) (H) ( ) ( ) Rp M N

Circulate: PME LGE OPE FAE OCE OM Other

8771

LOCATION NARRATIVE
Sublimity (West Main Street
City Street
Marion County

HISTORY: The City of Sublimity requested that West Main Street be improved from Center to Parker Street under the Special City Allotment Program (ORS 366.805) on March 21, 1977. An estimate of 58,890 was given to the City on September 16, 1977.

The City could not fund the $33,000 above the State share and asked the project be scaled down to only one block between Center and Johnson St. This proposal was submitted to and approved by the Transportation Commission in October, 1977. An Authority for Survey was submitted to Technical Services on November 2, 1977.

STANDARDS: Proposal for this section would meet the standards for Local Urban Streets with Design speeds of 20 MPH

TYPICAL SECTION: The typical section for the mainline construction will be:
3" class "B" asphaltic concrete
8" cement treated subgrade

The roadwill be 49' between existing curbs with a 4' concrete walk on the right and a 5' concrete walk on the left. The roadway slopes cary as the existing curbs will be used with 7" exposure.

VERTICAL ALIGNMENT: The vertical alignment will be the same as existing as the proposal uses existing curbs on each side and matches the pavement at Center and Johnson Streets.

HORIZONTAL ALIGNMENT: The horizontal alignment throughout the job is tangent.

MATERIALS: There will be approximately 135 cubic yards of general excavation which 100 yards will be excess.

RIGHT OF WAY: New right of way is not required.

DRAINAGE: An inlet is proposed at the SE corner of the intersection of Main and Johnson. Twelve feet of 8" drain pipe is required to carry the water north in the ditch on the east side of Johnson and then to connect with the existing 8" pipe going west across Johnson Street.

UTILITIES: Under the Special City Allotment agreement with the City of Sublimity, the City will certify five weeks before the bid openings all utilities that have been adjusted or relocated.

OREGON STATE HIGHWAY DIVISION sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 3/13/78

Section Sublimity (West Main St.) County Marion

Kind of Work Grading and Paving Length 300' Prefix 374-1426

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		Lump Sum	All	8%	1284
2	Temp. Protect. & Direct. of Traffic	111	Lump Sum	All	3%	467
3	Temporary Signing	111	Sq. Ft.	56	6^{00}	336
4	Flagman	111	hour	80	18^{50}	1480
5	Remove Structures and Obstructions	202	Lump Sum	All	500^{00}	500
6	General Excavation	203	Cu. Yd.	135	6^{00}	810
7	Cement Treated Subgrade	309	Sq. Yd.	1350	1^{25}	1688
8	Cement in C.T.S.	309	Ton	23.26	69^{00}	1605
9	Seal Coat for CTS	309	Ton	1.94	200^{00}	388
10	Class 'B' A.C. Mixture	403	Ton	209	20^{00}	4180
11	Asphalt in A.C. Mixture	403	Ton	13.6	100^{00}	1360
12	Type 'G' Inlet	604	each	1	400^{00}	400
13	Portland Concrete Cement Driveway	608	Sq. Yd.	44.8	14^{50}	650
14	PCC Walk	608	Sq. Yd.	63.2	11^{50}	727
15	Extra for Sidewalk Ramps	608	Each	2	250^{00}	500
16	Type 'C' Curb	609	Lin Ft.	172	5^{00}	860
17	8" Storm Sewer	603	Lin. Ft.	12	8^{00}	96
	Engineering and Contingencies		Lump Sum	All	20%	3466
	Sub-Total					20,797
	Additional Anticipated Items					
	Permanent Striping		Lump Sum	All	500^{00}	500
	Total					21,300

Form E-5?? (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 324- 1426 Highway West Main Street Section Sublimity (West Main Street)

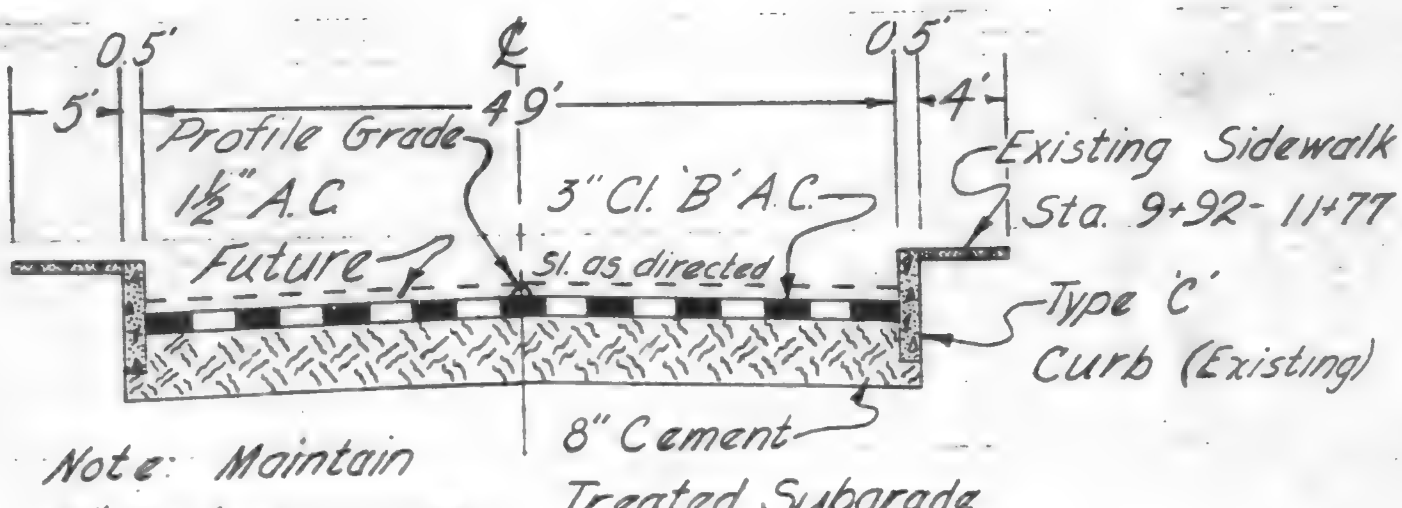
Highway Class City Street Date 3 -10-78

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile. on detail map
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☒	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☐	☒	7. Are there slide conditions apparent?
☒	☐	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☐	☒	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

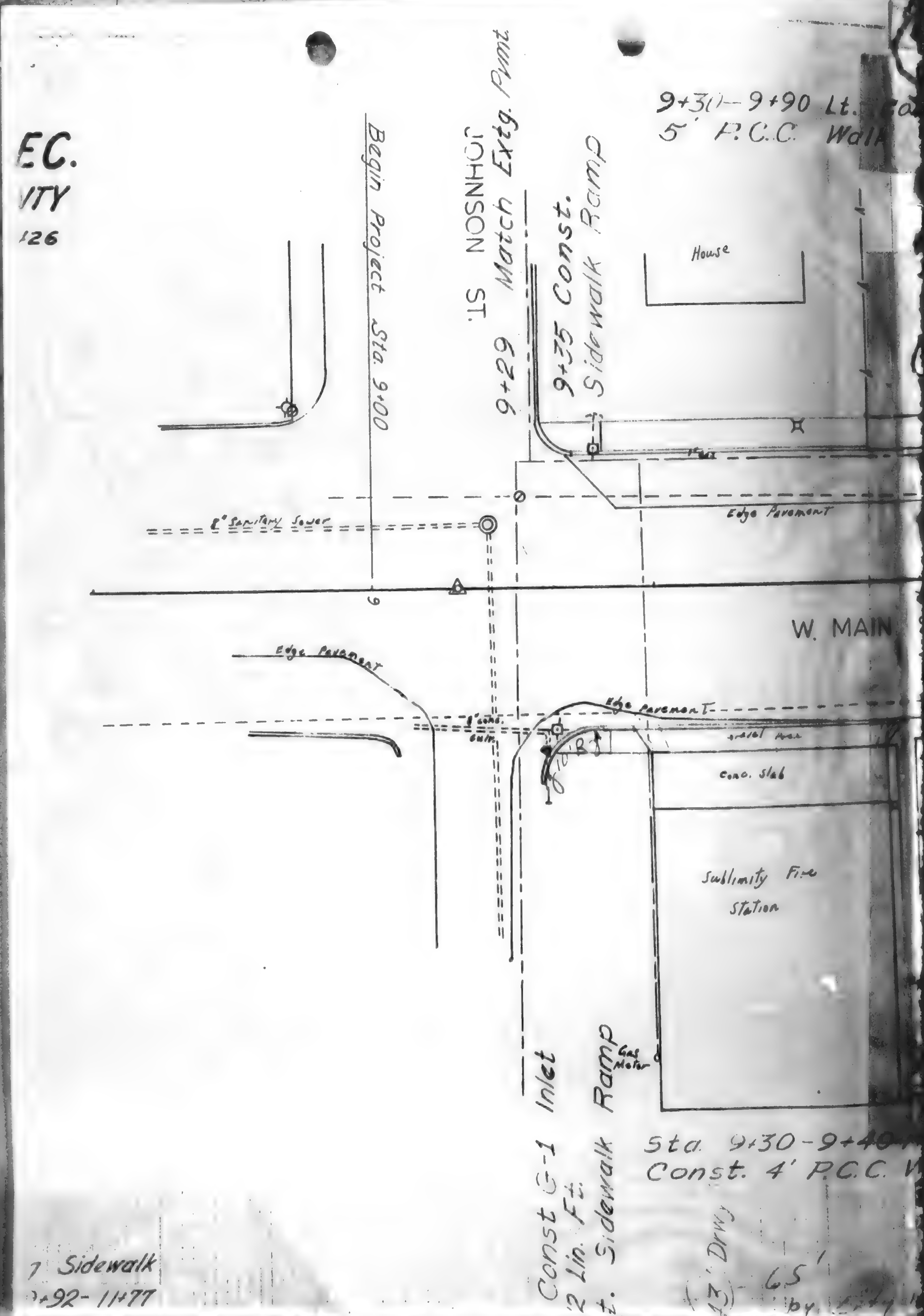
Signature
Locating Engineer

Address 2960 E. State St. Salem

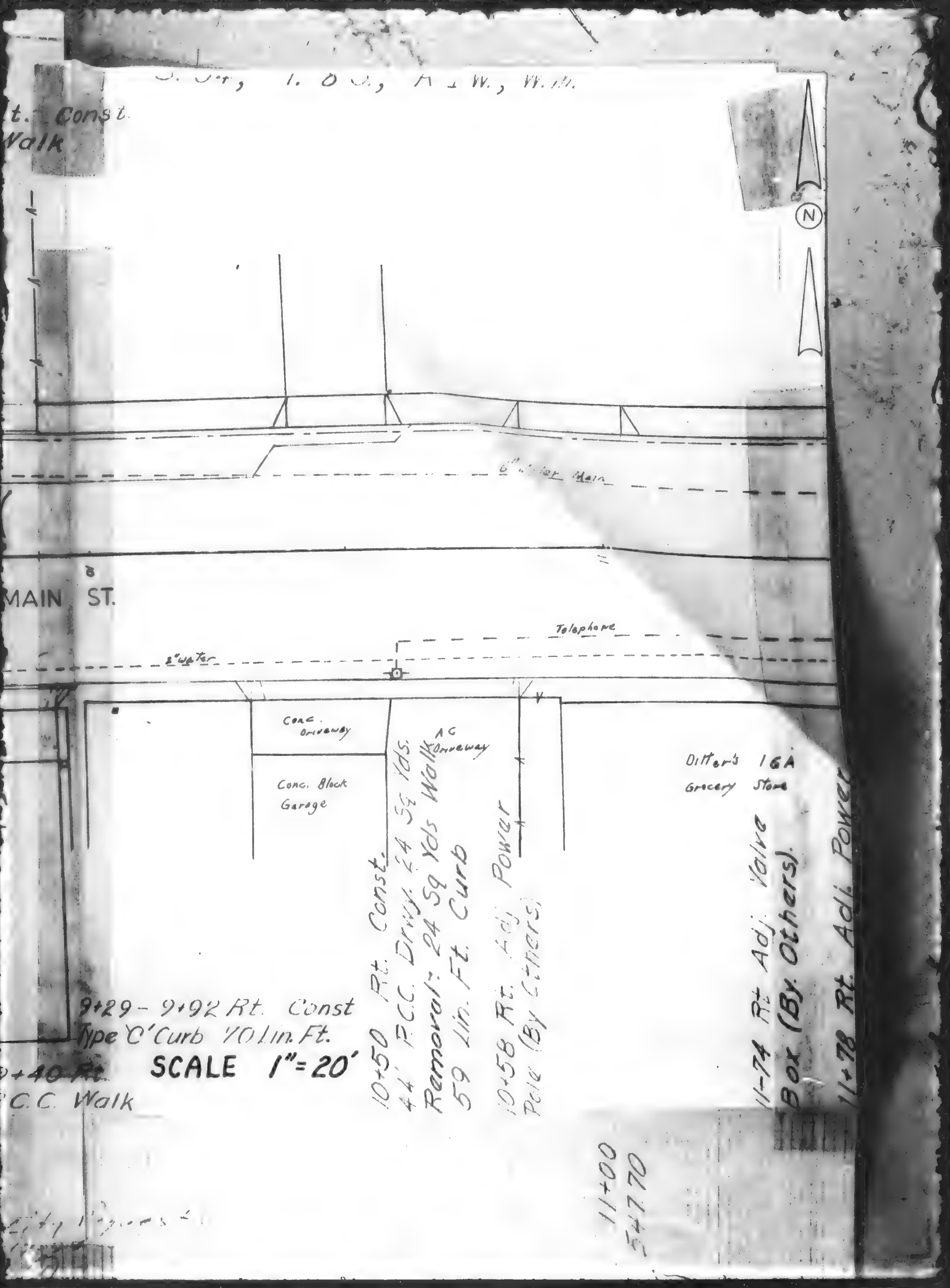


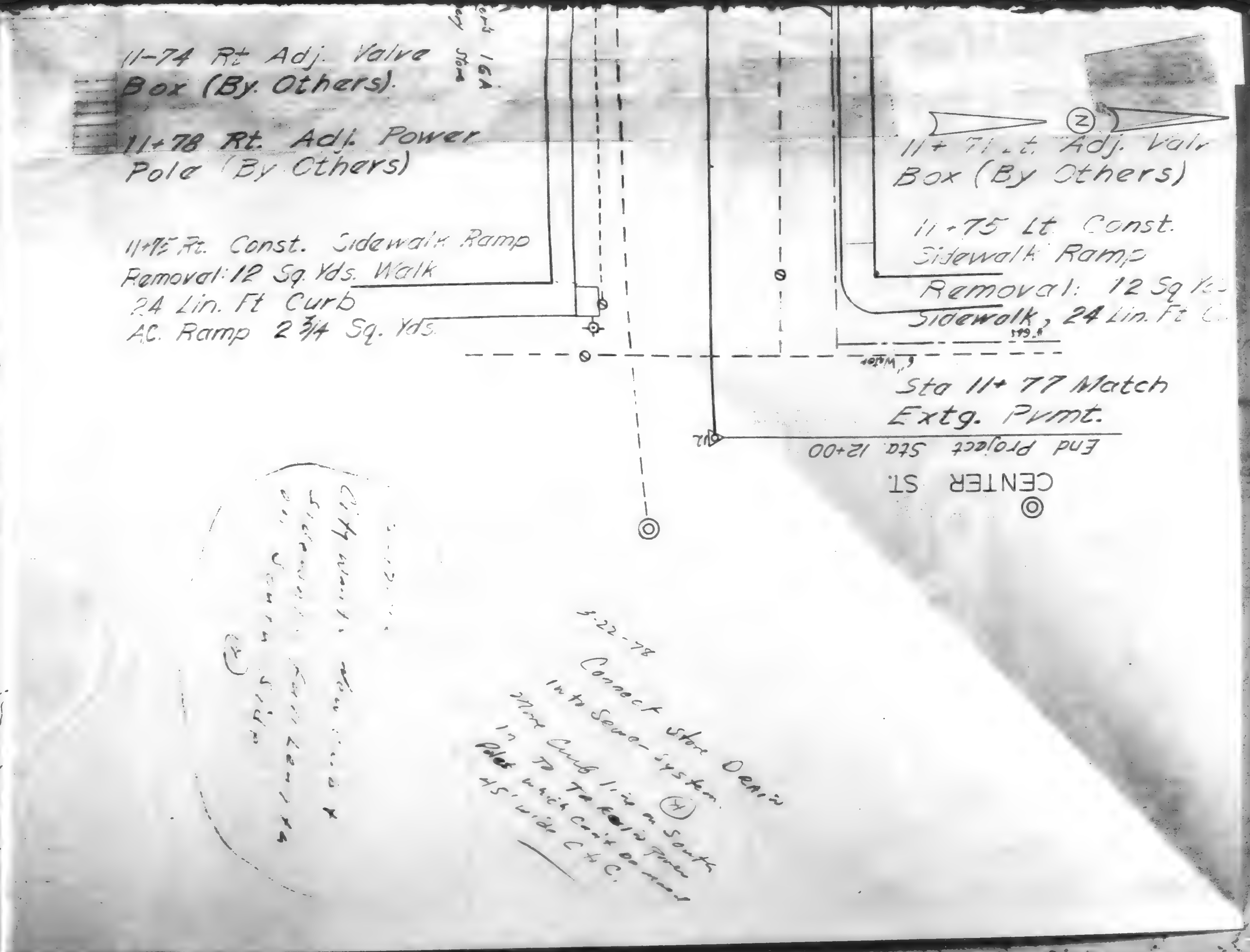
Note: Maintain
7" curb exposure

TYPICAL SECTION
STA. 9+29-11+77



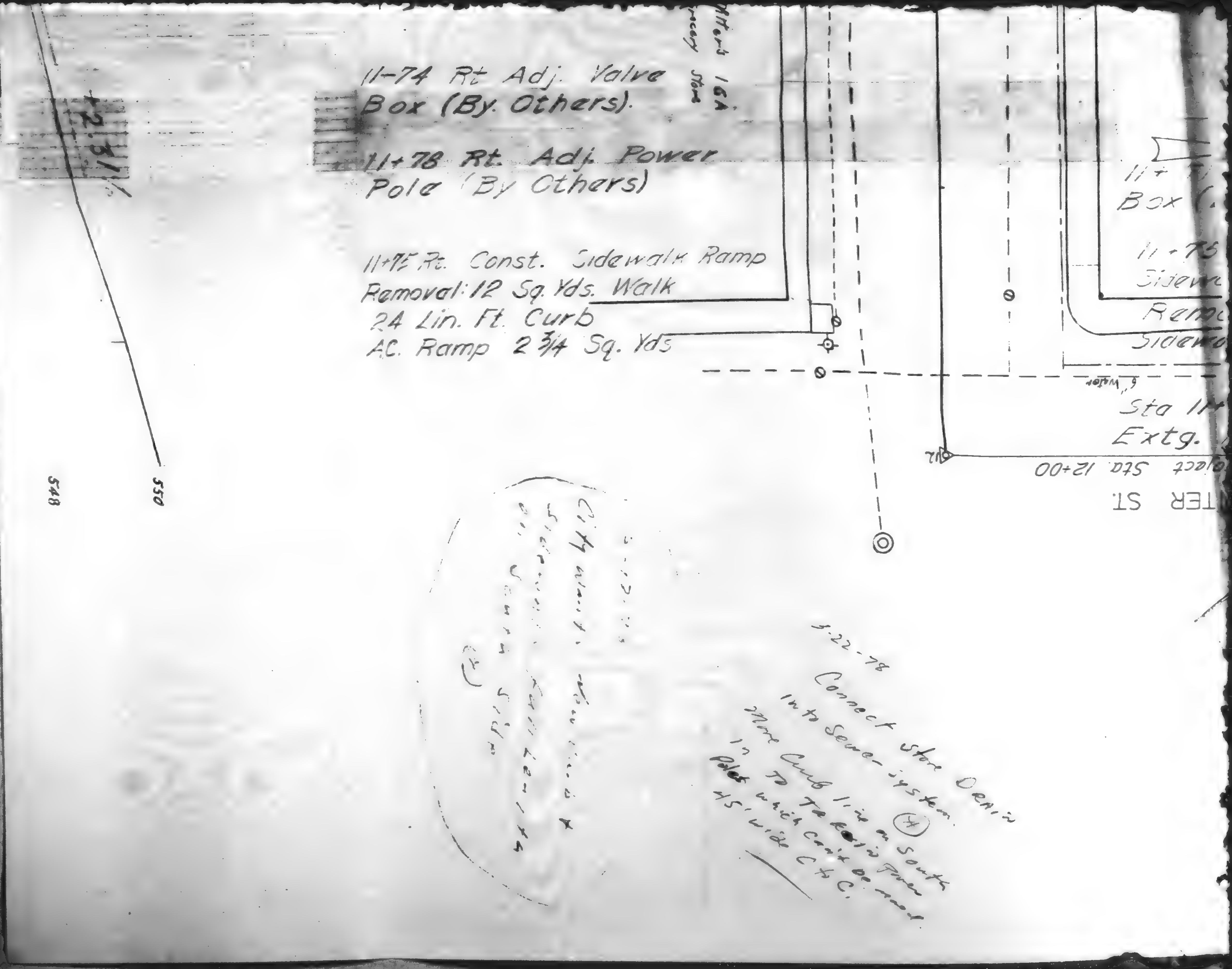
EC.
ITY
126
Begin Project Sta. 9+00
JOHNSON ST.
9+29 Match Extg. Pvmt
9+35 Const. Sidewalk Ramp
9+30-9+90 Lt.
5' P.C.C. Walk
House
Edge Pavement
8" Sanitary Sewer
9
W. MAIN
Edge Pavement
Edge Pavement
Gravel Area
Conc. Slab
Sublimity Fire Station
Gas Meter
Const G-1 Inlet
2 Lin. Ft. Sidewalk Ramp
Sta. 9+30-9+40
Const. 4' P.C.C. W
13' Drwy
65'
by
Sidewalk
9+92-11+77


t. Const
Walk
MAIN ST.
6" Water Main
Telephone
2" water
Conc. Driveway
AC Driveway
Conc. Block Garage
Ditter's IGA Grocery Store
9+29 - 9+92 Rt. Const Type 'C' Curb 70 Lin. Ft.
+40 Rt
C.C. Walk
SCALE 1" = 20'
10+50 Rt. Const.
44' P.C.C. Drwy. 24 Sq Yds.
Removal: 24 Sq Yds Walk
59 Lin. Ft. Curb
10+58 Rt. Adj. Power Pole (By Others)
11+74 Rt. Adj. Valve Box (By Others).
11+78 Rt. Adj. Power
11+00
54770
N



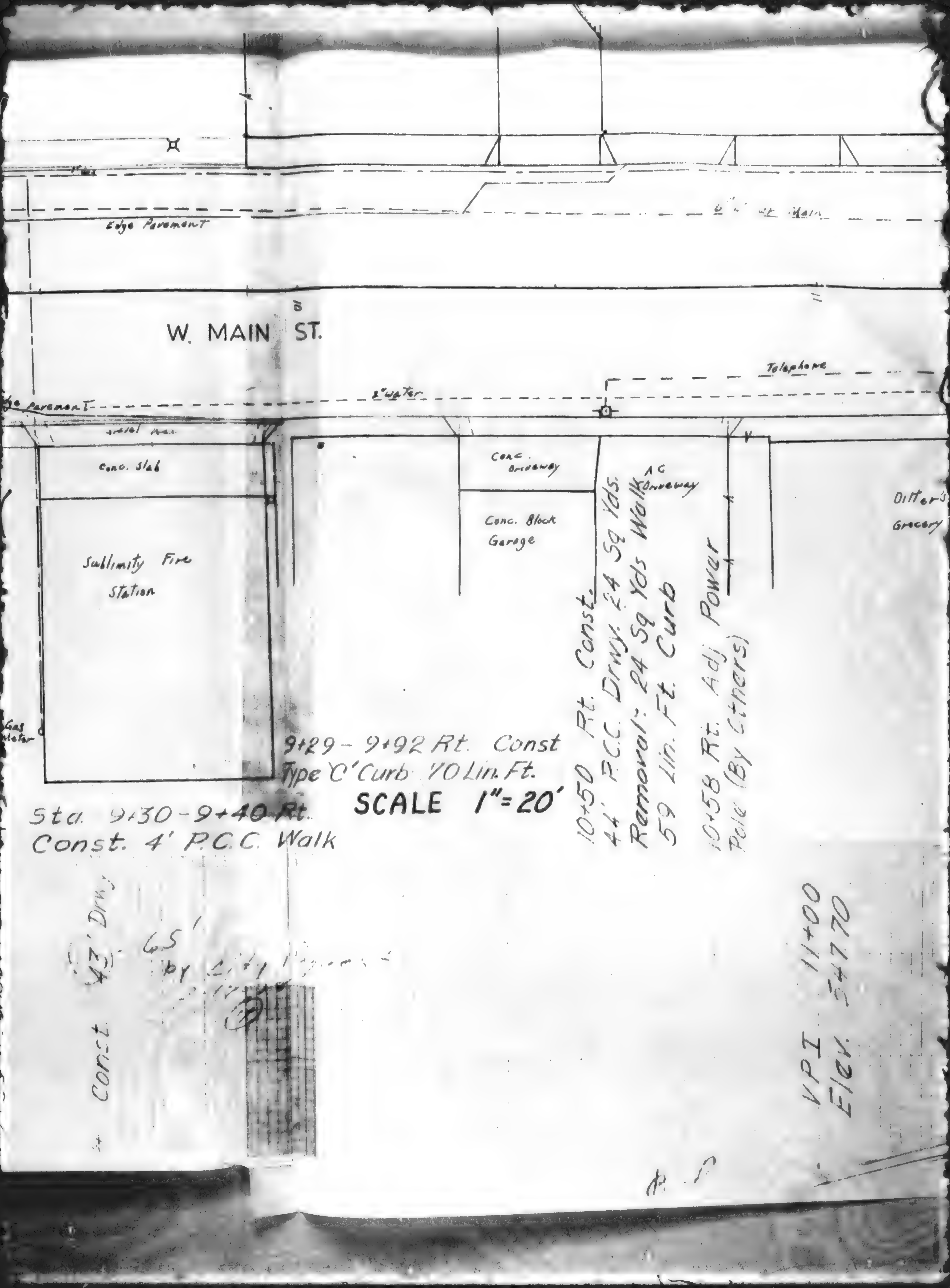
3-22-78
Connect Store Drain
into Sewer system.
(x)
Move Curb line on South
in To Take in Power
Pole which can't be moved
45' wide C & C.

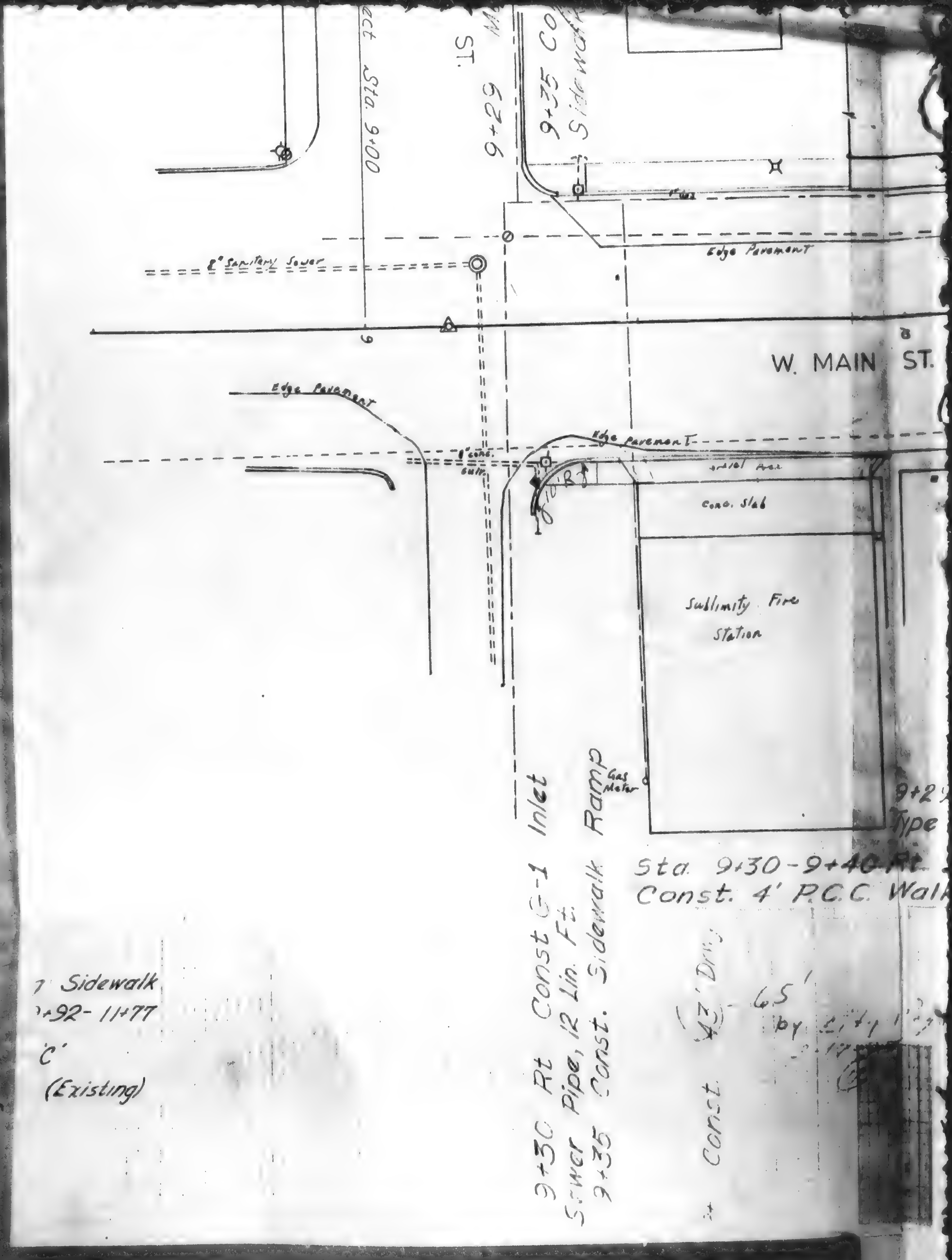
City wants [illegible] &
Sidewalk full length
on South Side
(x)



3-22-78
Connect store Drain
into Sewer system.
(4)
Move Curb line on South
in to take in Power
Pole which can't be moved
45' wide C & C.

3-22-78
City wants [illegible] &
Sidewalk [illegible]
on South Side
(2)


Edge Pavement
W. MAIN ST.
Telephone
Edge Pavement
8" water
Conc. Slab
Sublimity Fire Station
Gas Meter
Conc. Driveway
Conc. Block Garage
AC Driveway
Ditter's Grocery
9+29 - 9+92 Rt. Const Type 'C' Curb 70 Lin. Ft.
SCALE 1" = 20'
Sta. 9+30 - 9+40 Rt. Const. 4' P.C.C. Walk
10+50 Rt. Const. 44' P.C.C. Drwy. 24 Sq Yds. Removal: 24 Sq Yds Walk 59 Lin. Ft. Curb
10+58 Rt. Adj Power Pole (By Others)
Const. 47' Drwy
65'
by City
VPI 11+00
Elev. 34770


ST.
9+29
9+35 Co
Sidewalk
Sta. 9+00
8" Sanitary Sewer
Edge Pavement
W. MAIN ST.
Edge Pavement
Edge Pavement
6" conc. Culv.
Inlet Area
10' R
Conc. Slab
Sublimity Fire Station
Gas Meter
9+30 Rt Const G-1 Inlet
Sewer Pipe, 12 Lin. Ft.
9+35 Const. Sidewalk Ramp
Sta. 9+30-9+40 Rt
Const. 4' P.C.C. Walk
9+2
Type
Sidewalk
-92- 11+77
'C'
(Existing)
Const 43' Driv
65'
by City

8771

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Sublimity (West Main St.)

Highway: City Street

County: Marion

Prefix: 324-1426

Res. Engr. R. Nelson

Date March 1, 1978

Ten Year Traffic Coefficient 5.5

18 kip s.a. per day 4.2

R value 13

Frost Penetration - - - -

CBE Total Requirement 17.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.W.S. (Cl. B)	6.0
8.0"	Soil Cement	8.0
12.5"		17.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAY 2 1978
M
File: PM FA
LG OP
TAA

Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

8771

December 5, 1977

City of Sublimity
City Hall
Sublimity, OR 97385

Attention: Jack Gries
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6342

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the improvement of West Main Street (Center to Johnson Street) in the City of Sublimity.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8771

SUB0001

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sublimity (West Main Street) SCA

Highway City Street

County Marion

Date November 2, 1977

Authorization No. 1

Survey Prefix 324 - 1426 (Assigned by Salem office)

Description of termini, route, length, etc.:

West end of project is intersection of Johnson St.. East end of project is Center St.. Route is Main Street.

Length 0.05 mile.

This is a Special City Allotment Project.

Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving, curb, walk and storm drainage construction.

Estimate of cost:

Field	901	3,000
Plans	905	500
Soils	910	500
Specifications	921	250

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 4,250

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

[illegible] ☒ CONST ☒

[illegible] ☐ CONST ☐

[illegible]

N

M
Bs

8771

October 19, 1977

City of Sublimity
P. O. Box 146
Sublimity, OR 97385

Attention Mr. Gordon Burns
Councilman

SUBJECT: Special City Allotment Program

Dear Mr. Burns:

Your proposed project on W. Main Street (Center to Johnson Street) was submitted and approved by the Transportation Commission for construction in 1978 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $27,550 with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

By

F. H

Fred Hildebrandt
Local Programs Coordinator

FFH:ljt

cc: John Sheldrake, Region 2

N H
B
m Dist.

8771

September 28, 1977

City of Sublimity
P. O. Box 146
Sublimity, OR 97385

Attention Mr. Gordon Burns
Councilman

Re: Special City Allotment Program

Dear Mr. Burns:

In reply to your letter of September 20, 1977 stating the city could only afford to reconstruct one block of W. Main Street, we designated the block from Center to Johnson Street. If this project is not satisfactory and you would prefer the block from Johnson to Parker Street, please let us know.

Very truly yours,

Robert H. Prange
Local Projects Manager

By

F. Hildebrandt
Local Programs Coordinator

FFH:ljt

71- 768-5475

CITY OF SUBLIMITY
P. O. Box 146
Sublimity, Oregon 97385

September 20, 1977

R.H. Prange
Local Projects Manger
Department of Transportation
Transportation Building
Salem, Oregon

Sir,

Concerning attached letter on cost of street improvement, the City can not handle their cost of $33,890., at the present time for the two block project, however we would have enough to cover a one block project.

Your reply on this matter will be appreciated.

Sincerely,
Gordon S. Burns
Gordon Burns
Councilman
Street Commissioner

Do Block
Center TO Johnson

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 22 1977
TAA File: PM FA LG OP

8771

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1977

City of Sublimity
P.O. Box 146
Sublimity, OR 97385

ATTN: Gordon Burns
Councilman

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Burns:

Your project request for improvement on West Main Street (Center to Parker is now estimated to cost $58,890, with the City's cost being $33,890 . If this estimated cost is within your financial means, please notify us by mail no later than September 23, 1977 so your project can be included in the recommended list to be presented to the Transportation Commission.

Very truly yours,

R. H. Prange
Local Projects Manager

FFH:lml

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Prelim Pricing
9-1-77 Sanford

City: Sublimity Date 6-28-77 Div. 2
Population: 1972: 630 1977: 850
Street: W. Main Ste. (Center to Parker)

No. of Previous Projects 0
Last Project 0 (Year)
Total SCA Funds $ 0
Funds/Capita $ 0
Average/Capita $ 42.17

EXISTING

Surface Now in Place: A. C. X Oil ____ Gravel ____ Concrete ____
Surface Width: 20 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED

Surfacing: A. C. X Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 30 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.10 Mile, 550 Ft. Type Curb: Monolithic
Remarks: Sidewalks 5'

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL 8%	$	$	$ 1553.60
TEMP. PROT. & DIRECT TRAFFIC	ALL 3%			582.60
GENERAL EXCAVATION	LUMP SUM	560	4.75	2620-
1"-0 AGGR. BASE ~~8"~~ DEEP 9" 8.20	SQ. YD.	1680	2.75	4620-
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP 21.00 T	SQ. YD.	1610	3.80	6118
CONCRETE INLETS G-1	EACH	2	400.00	800-
CONCRETE CURBS 125.00	LIN. FT.	290	3.80	1102-
CONCRETE WALKS	SQ. ~~FT.~~ Yd	200	16.00	3200-
CONCRETE DRIVEWAYS	SQ. FT.			
12 INCH SEWER PIPE Incl Trench	LIN. FT.	80	12.00	960
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$21,556.20

Permanent Signing ($100 per Intersection)
Flagging 80 hrs @ 17.50 1400-
TOTAL $22,956.20
Engineering and Contingencies (20%) 4593.80
TOTAL $
City's Estimated Share of Survey $
TOTAL ESTIMATED COST $ 27,550-

*Items include 10% allowance.

8771

STATE OF OREG

INTEROF E MEMO

TO: MEMO TO THE FILES

DATE: June 22, 1977

F. Hildebrandt

FROM: Fred Hildebrant
Local Projects Coordinator

SUBJECT: City of Sublimity
W. Main St.

This is the same project the city has asked for the last three years. The street was torn up for a sewer line the first year I investigated. This has all been completed now and the road is beginning to break up. On the easterly end of the project, the curbing is new and there is a little over a half-block of new sidewalk. On the southerly side the curbs and sidewalks appear as if they should be replaced. On the westerly end of the project, there is a 12-foot planter that juts out into the street. There is parking to the east of the planter. This street services some businesses; the Sublimity Fire Department, City Hall, a city park and approximately five large residences at the west end of West Main St. I attempted to contact the City Hall, but found they were not open until 1:30, so will go back later. I would class this project as a 1.

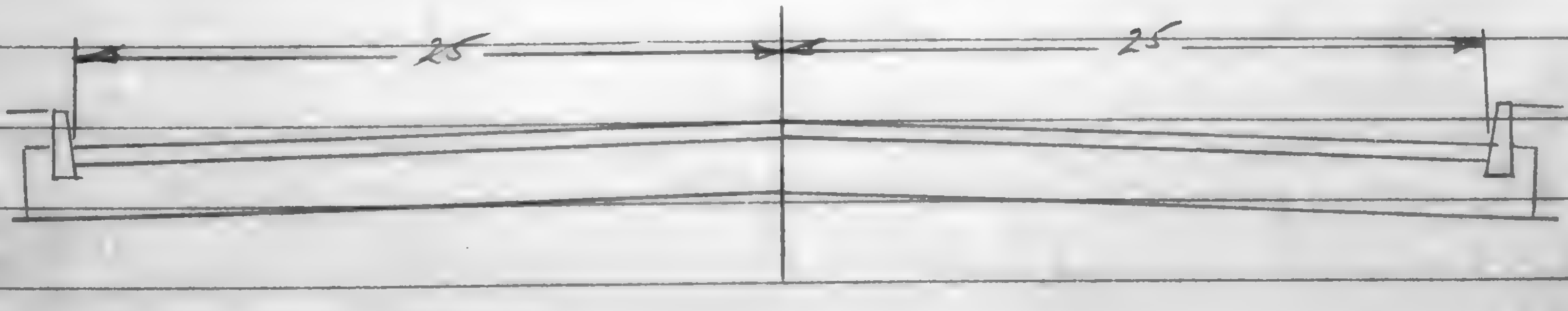
FH:ljt

N B

1

8771

3-21-77



Grading -

$\frac{52 \times \overset{264}{550} \times 1}{27} \times 1.10 = \overset{560}{1170}$ cu.yds @ 5^{00} = 5850

Surfacing

$\frac{52 \times \overset{264}{550}}{9} \times 1.10 = \overset{1600}{3500}$ sq yd. @ 3^{15} = 11,025

Paving

$\frac{50 \times \overset{264}{550}}{9} \times 1.10 = \overset{1610}{3360}$ sq yd @ 3^{60} = 12,096

Curbs -

$\overset{264}{550} \times 1.10 = \overset{240}{600}$ Lin ft @ 5^{50} = 3,300

Sidewalks

$\frac{(\overset{264}{520} + 100)}{9} \times 5 \times 1.10 = \overset{244}{380}$ sq yd. @ 12^{00} = 4560

Drainage

Catch inlets - $\overset{4}{5}$ each @ 250 = 1250

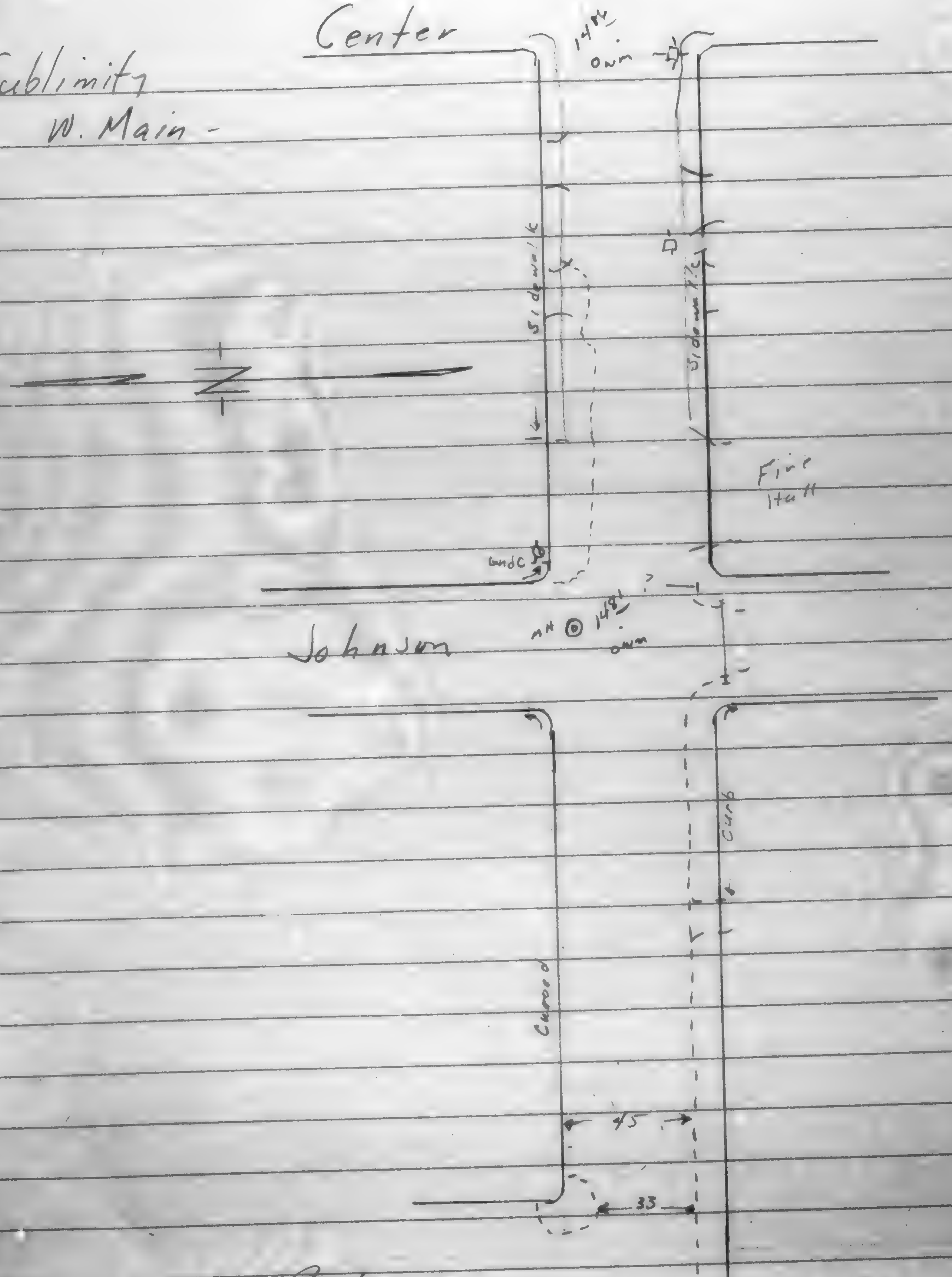
12" Sewer Pipe $\overset{80}{310}$ Lin ft @ 10 = 3100

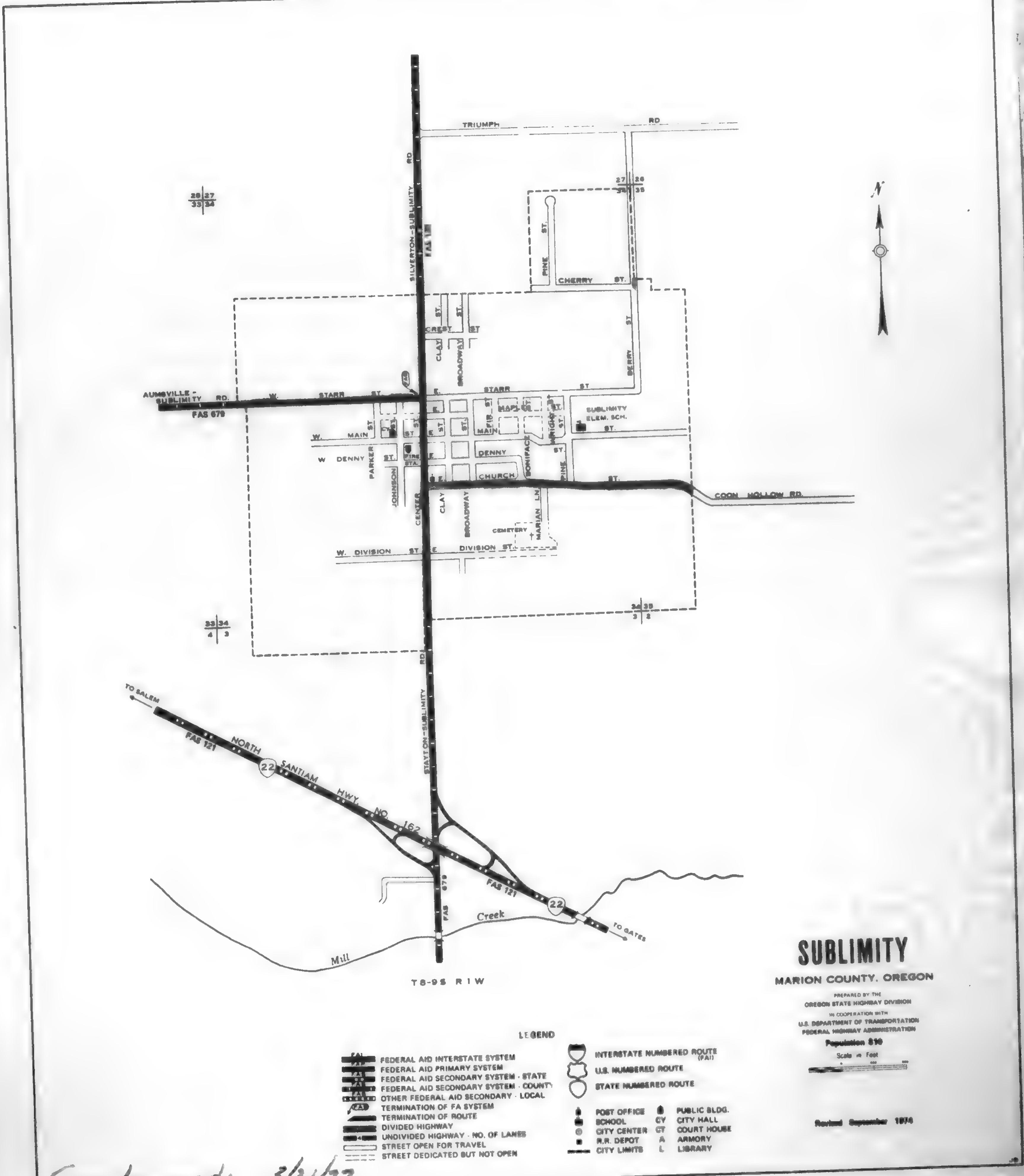
41,181

20% Eng + Cont. 8219

$ 49,400.

Sublimity
W. Main -





SUBLIMITY

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 810

Revised September 1974

County roads 3/21/77
No Previous Projects

Info
Investigate
R/D
Action
File
Letter
See me
FOR
REFER TO:
MAR 21 '77
PROJECT MANAGEMENT

3-14-77

RESOLUTION # 193

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sublimity is an incorporated city of the State of Oregon and has a population of 813 as given by the latest official census; and

WHEREAS, the following streets of said city,

1. West Main St.

2. N. E. Pine St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Sublimity does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Gordon Burns as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th. day of March, 1977.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sublimity at a regular or special meeting of said Council, held on the 14th. day of March, 1977, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of March, 1977.

Jack [illegible]
City Recorder

SUBLIM –   3-8-77   [illegible]

Center STR.
looking West

PARKER STR
looking EAST

Sublimity - W. Main

Parker St.
Looking East.

Sublimity - W. Main

Parker St. Looking
West.

SCA

PROJECT DATA. CITY OF Sublimity Date 3/8/77

To be financed by Special City Allotment Fund and necessary city funds.

Street name West Main St.
(Locate project on attached map.)

Project length 550 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 50 feet

Remarks There is a variation on width within that 2 block project because of Park area

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 50x45 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 30 feet

Are intersecting streets curbed? Yes X & No X

Remarks Johnson St. is curbed North of Main & not South. Parker Street is curbed on one side North of Main St.

CONCRETE CURBS:

Now in place? Yes X & No X

Width between present curbs: 50 feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ____ No ____

Explain: We do not know if our Curb specifications are standard or special.

PROJECT MANAGEMENT
MAR 21 77
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

SIDEWALKS

Are sidewalks now in place? Yes X & No X

Present sidewalks, Length: Varies feet; Width: 4 & 5 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes X No____

Width of sidewalks to be constructed: 4 & 5 feet

Are sidewalks to be constructed only on one side of street? Yes X & No X

Are sidewalks to be constructed on both sides of street? Yes X & No X

Give:

Length to be constructed	and	On which side of street
100 feet		N. X S.___ E.___ W.___
520 feet		N.___ S. X E.___ W.___

Should sidewalks be placed against curbs? Yes X No____

Is utility strip required? Yes____ No X ; Width: ______feet

Remarks____

STORM SEWERS

Now in place?. Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ______feet

To be constructed by City? Yes X No____

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 1/2 feet

Remarks City would pay for Storm drainage as part of construction project.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2 1/2 feet

Remarks ___

DRIVEWAYS:

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No X

Portland cement? Yes X No ___

How many? 5

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes X No ___ (If yes, please include copy of ordinance.)

Remarks Ordinance # 148, Section 2

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Stayton Co-op Telephone

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No _x_

Clearing? Yes ___ No _x_

Base rock? Yes ___ No _x_

Concrete curbs? Yes _x_ No ___

Driveways? Yes _x_ No ___

Remarks ______________________________

____

____

GENERAL INFORMATION:

Are city finances available? Yes ___ No _x_ Not for full project

When available? Date General Remarks

Has city established grade on street? Yes ___ No _X_
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: It is difficult to say what the situation would be in 1978 on disposal sites.

____

General remarks: Money for complete street repair is not forseen in the near future. We have just bonded & taxed the City for a Sewer system. Water storage is now our major priority for the City. (This same application was submitted in 1975 & 1976.)

By Douglas
Mayor

By Jack
City Recorder or City Manager

By ______________________________
City Engineer

ORDINANCE NO. 148

AN ORDINANCE PROVIDING FOR CONSTRUCTION, DIMENSION, MAINTENANCE AND NECESSITY TO OBTAIN PERMIT TO CONSTRUCT SIDEWALKS, CURBS AND DRIVEWAYS IN THE CORPORATE LIMITS OF THE CITY OF SUBLIMITY, OREGON; REPEALING ALL OTHER ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH, AND DECLARING AN EMERGENCY:

The City of Sublimity, Oregon, does ordain as follows:

Section 1. "Block" Defined. The term "block" as used in this chapter, shall mean that part of one side of a street lying between two nearest cross streets, but if such cross streets are more than four hundred feet apart, measured along the property line, then the term "block" shall mean four hundred lineal feet along one side of a street.

Section 2. Sidewalk and Driveway Dimensions. Sidewalk and Driveway Dimensions shall be as follows:

(a) All sidewalks hereafter constructed or relaid within the corporate limits of the City of Sublimity, Oregon, shall be at least four (4) feet wide, except for Commercial areas which will be six (6) or more feet in width.

(b) All driveways hereafter constructed or relaid shall have a maximum width of 35 feet and a minimum width of 12 feet except where otherwise allowed by special permission.

There shall be a minimum distance of 30 feet between driveways. The edge of a driveway shall not be closer than 10 feet from the right-of-way line of public roads nor closer than 5 feet from private property lines.

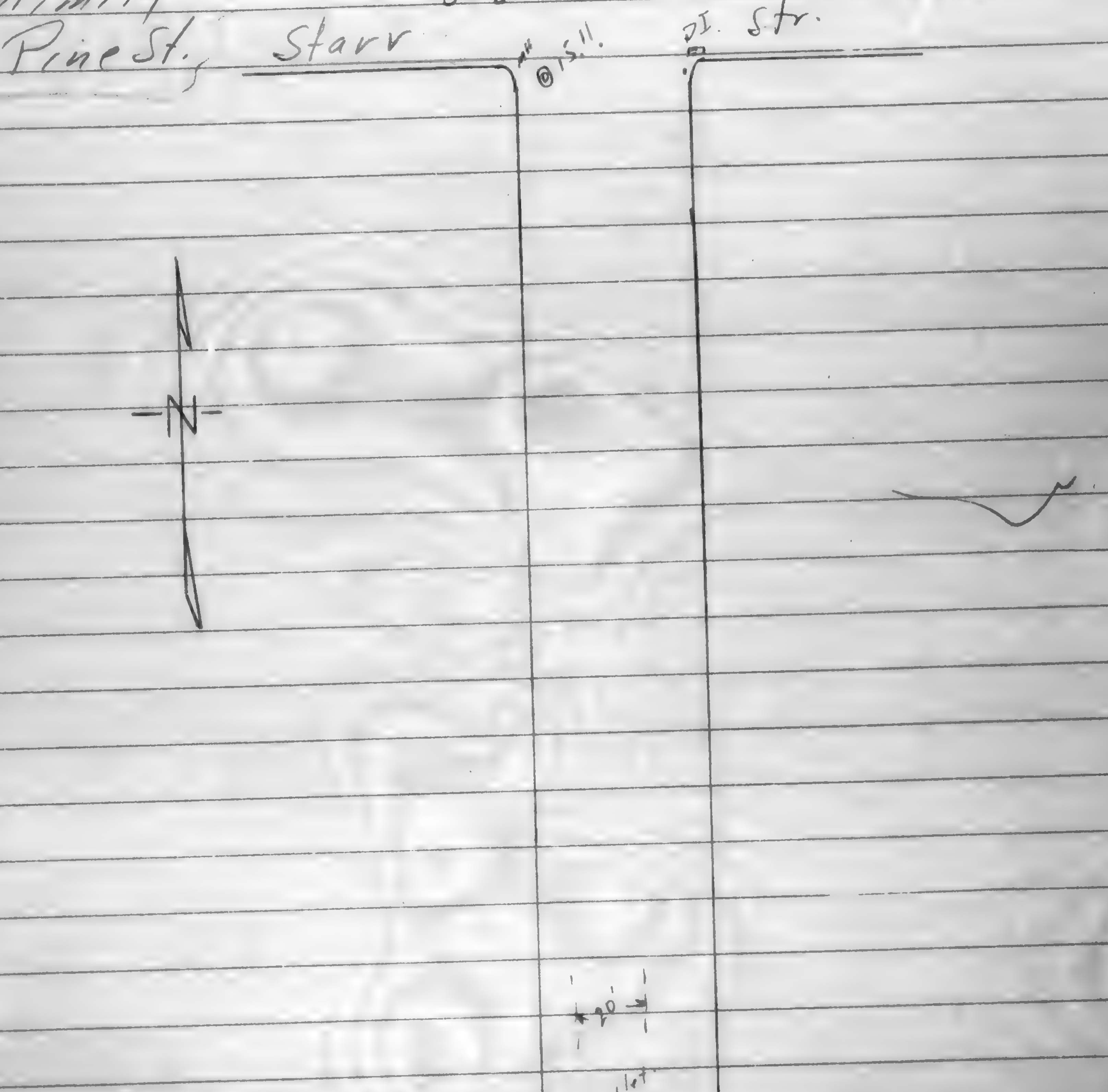
Two adjoining property owners may be permitted to have a joint driveway with the property line in the driveway.

Section 3. Curb Dimensions. Curb dimensions shall be as follows: The curb shall extend at least ten (10) inches into the ground from the ground level after the street has been graded, six (6) inch exposure above the paved surface of street, six (6) inches wide at the top with a 3/4 inch radii on street side and have a slope on the street side of one (1)

8771

Sublimity

3-8-77



[illegible] [illegible]

MAIN ST
[illegible] to North

STARR ST
[illegible] to South

Sublimity Pine St.
State St looking
north.

Sublimity [illegible] St.
[illegible] St. looking
north

SCA

PROJECT DATA. CITY OF Sublimity Date 3/8/ 77

To be financed by Special City Allotment Fund and necessary city funds.

Street name N. E. Pine St.
(Locate project on attached map.)

Project length 470 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 44 feet

Remarks Curb in on East side of street already

Surface now in place: Oil ____ Paving X Gravel X

Present surface width: 20 feet of paving rock on park strip

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: N. E. Main 50 Ft.

Are intersecting streets curbed? Yes X & No X

Remarks Main St. to the West of Pine St. is not curbed. Main Street to the East of Pine is curbed for 300 Feet.

CONCRETE CURBS:

Now in place? Yes X & No X East side yes, West side no.

Width between present curbs: ____ feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ____ No ____

Explain: We do not know if our curb specifications are standard of special. Curb to b installed on West side of Street.

PROJECT MANAGEMENT
MAR 21 77
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

SIDEWALKS

Are sidewalks now in place? Yes x & No X East side yes, West side no.

Present sidewalks, Length: 40 feet; Width: 6 feet

Distance between present sidewalks: ____ feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: ____ feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

____ feet N.__ S.__ E.__ W.__

____ feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes X No___; Width: 1 1/2 feet

Remarks____________________

____

STORM SEWERS

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: ____ feet

To be constructed by City? Yes X No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 1/2 feet

Remarks____________________

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes _x_ No ___

If yes, how deep from present surface? __3__ feet

Remarks __________

DRIVEWAYS:

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ______

Must driveways be Portland cement to comply with city code? Yes _x_ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes _x_ No ___ (If yes, please include copy of ordinance.)

Remarks Ordinance #148 Section 2

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes _x_ No ___

Electric poles? Yes _x_ No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _x_ No ___

Which company? Stayton Co-op Telephone

Railroad tracks? Yes ___ No _x_

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks __________

ORDINANCE NO. 148

AN ORDINANCE PROVIDING FOR CONSTRUCTION, DIMENSION, MAINTENANCE AND NECESSITY TO OBTAIN PERMIT TO CONSTRUCT SIDEWALKS, CURBS AND DRIVEWAYS IN THE CORPORATE LIMITS OF THE CITY OF SUBLIMITY, OREGON; REPEALING ALL OTHER ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH, AND DECLARING AN EMERGENCY:

The City of Sublimity, Oregon, does ordain as follows:

Section 1. "Block" Defined. The term "block" as used in this chapter, shall mean that part of one side of a street lying between two nearest cross streets, but if such cross streets are more than four hundred feet apart, measured along the property line, then the term "block" shall mean four hundred lineal feet along one side of a street.

Section 2. Sidewalk and Driveway Dimensions. Sidewalk and Driveway Dimensions shall be as follows:

(a) All sidewalks hereafter constructed or relaid within the corporate limits of the City of Sublimity, Oregon, shall be at least four (4) feet wide, except for Commercial areas which will be six (6) or more feet in width.

(b) All driveways hereafter constructed or relaid shall have a maximum width of 35 feet and a minimum width of 12 feet except where otherwise allowed by special permission.

There shall be a minimum distance of 30 feet between driveways. The edge of a driveway shall not be closer than 10 feet from the right-of-way line of public roads nor closer than 5 feet from private property lines.

Two adjoining property owners may be permitted to have a joint driveway with the property line in the driveway.

Section 3. Curb Dimensions. Curb dimensions shall be as follows: The curb shall extend at least ten (10) inches into the ground from the ground level after the street has been graded, six (6) inch exposure above the paved surface of street, six (6) inches wide at the top with a 3/4 inch radii on street side and have a slope on the street side of one (1)

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes ___ No ___

Remarks ____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X not for full project

When available? Date ________________________

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

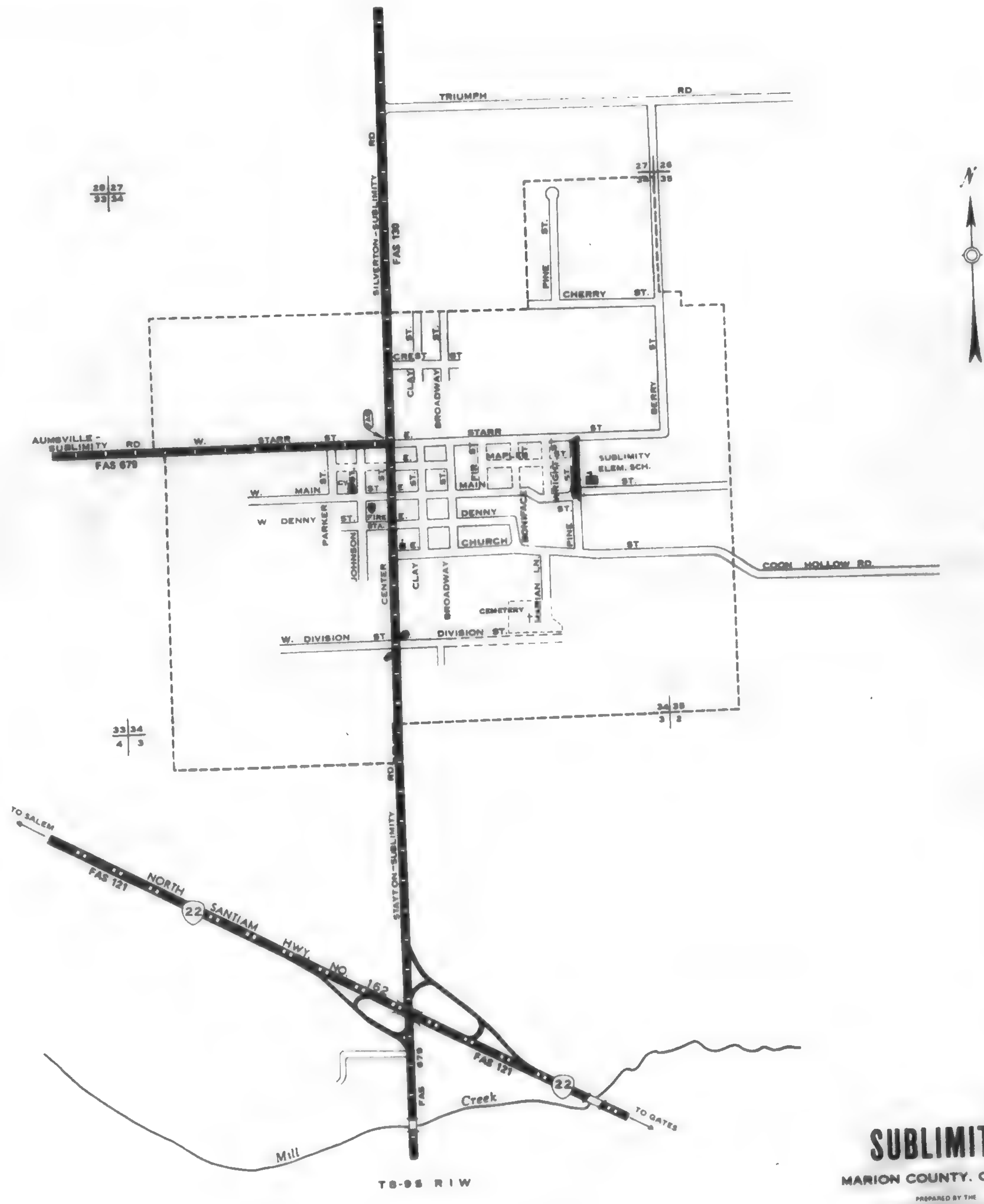
Please indicate site for disposal of excess excavated material: Disposal site would be hard to determine now for 1978

General remarks: Water storage is our major priority now for the City. We do have some monies budgeted for streets, but not for major projects.

By ________________________
Mayor

By ________________________
City Recorder or City Manager

By ________________________
City Engineer



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
●	SCHOOL	CY	CITY HALL
◎	CITY CENTER	CT	COURT HOUSE
●	R.R. DEPOT	A	ARMORY
—	CITY LIMITS	L	LIBRARY

SUBLIMITY

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 810

Scale in Feet

Revised September 1974

8773 Grande Ronde R. (Pierce 1978
Lane) Br. Sec. of FAS B-618
(Structure)

C&O 6195 7-22-77

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1190 8773

HIGHWAY DIVISION INVOICE

NO. 130737

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-29-80	CC 2096		531-1096-297

UNIONCO

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Mr. Alvin Campbell-County Roadmaster

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Grande Ronde River (Pierce Lane) Bridge, FAS-B618 Project No. RS-B618(1)			
County Share of Project Costs			$14,722.63
County Advance Deposit			14,400.00
AMOUNT DUE			$322.63
FINAL			

.8773

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-29-80	CC 2096		~~531-1429-297~~ 531-1096-297

BILL TO: Code:

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Mr. Alvin Campbell-County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Grande Ronde River (Pierce Lane) Bridge, FAS-B618 Project No. RS-B618(1)			
County Share of Project Costs			$14,722.63
County Advance Deposit			14,400.00
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 14,400.00
Advance Deposit Previously Transferred to Highway Fund	$ 11,000.00
Balance	$ 3,400.00
Transfer to Highway Fund	$ 3,400.00
Refund Due	$ - - -

Amount Due . . . . . . $ 322.63

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1860

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 12-29-80

COUNTY Union **Contract No.** 8773 **Date Completed** 4-20-79

PROJECT # RS-B618(1) **Section** Grande Ronde River (Pierce Lane) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.	(Federal Participation)	$ 5,380.25
Construction		
Payment to Contractor	(Federal Participation)	$190,749.20
Engineering		10,688.76
		$201,437.86
Interest Paid to Contractor	(Non-Participation)	$ 1.33
Construction Engineering		74.50
Total Federal Participation		$206,818.11
Federal Funds Collected		$177,450.02

By Agreement County share of Costs are as follows:

1/2 ($206,818.11 - $177,450.02 + $74.50) + $1.33 = $14,722.63

County Share of Project Costs	$14,722.63
County Advance Deposit	14,400.00
AMOUNT DUE STATE	$ 322.63

Reference: **Billing Form** CC 2096

FORM 734-1745

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 9-2-77 TO 7-8-80

FEDERAL AID PROJECT NO. RS-S418(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$206,894.04	$206,818.21	85.80%	$177,450.02	$177,450.02	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 11/13/80

PASSED FOR PAYMENT W.E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev.-5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEM

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Grande Ronde River (Pierce Bridge) Section Union County Road					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 5,380.25	
	Construction Type Code X080 Grande Ronde River (Pierce Lane) Br. #16317 (Sta. 20+10-Sta. 21+40)					
	Formal Contract Payment Summary	Lump Sum			$190,749.20	
	Construction Engineering					
	State	All Required			10,688.76	
	Total Participating Cost				$206,818.21	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			$ 1.33	
	Construction Engineering (State)	All Required			74.50	
	Total Nonparticipating Cost				$ 75.83	
	Total Project Cost				$206,894.04	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/23/80.					
	AMOUNT CARRIED FORWARD					

```
                                                           TOT      N1
                                                        ** JOB TOTALS **                       **                    **

     GRANDE RONDE RIV BR PEARCE LN CONT NO       * FA PROJ NOS RS  618001 100
                                          531    1932      296       00 N 9        40.76                   40.76




                                                                                                NOVEMBER 1980
 TOTAL TO DATE JOB COST SUMMARY
                                                                                                    FISCAL
 DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH          YEAR TO DATE
                                          531    1932      298       00 N 9        40.76CR                40.76CR
                                          531    1932      901       00 P 1
                                          531    1932      905       00 P 1
                                          531    1932      906       00 P 1
                                          531    1932      918       00 P 1
                                          531    1932      920       00 P 1
                                          531    1932      921       00 P 1        47.50CR                47.50CR
                                          531    1932      923       00 P 1
                                          531    1932      926       00 P 1
                                                           TOT       P1            47.50CR                47.50CR
                                                        ** JOB TOTALS **           47.50CR**              47.50CR*

     UPRRXING @ AIRPORT RD               CONT NO        FA PROJ NOS RRS 618002 100                       450.00CR
                                          531    1934      296       00 N 9                               450.00
                                          531    1934      298       00 N 9
                                          531    1934      901       00 P 1
                                          531    1934      905       00 P 1                                80.08
                                          531    1934      910       00 P 1
                                          531    1934      914       00 P 1                                44.12
                                          531    1934      918       00 P 1                               124.20
                                                           TOT       P1                                  124.20
                                                        ** JOB TOTALS **                 **

     WILLOW CRK BRDGE                    CONT NO 0000 * FA PROJ NOS RS  611001 100                        724.52C
                                          531    1940      296       00 N 9
                                          531    1940      297       00 N 9                             724.52
                                          531    1940      298       00 N 9
                                          531    1940      901       00 P 1
                                          531    1940      901       00 N 1
                                          531    1940      905       00 P 1
                                          531    1940      906       00 P 1
                                          531    1940      910       00 P 1
                                          531    1940      914       00 P 1
                                          531    1940      918       00 P 1
                                          531    1940      920       00 P 1
                                          531    1940      921       00 P 1
                                          531    1940      922       00 P 1
                                          531    1940      923       00 P 1
                                          531    1940      926       00 P 1
                                                           TOT       P1
```

```
                   TOT      N1
                 ** JOB TOTALS **                      **                   **     11,270.51  **

                                                                                          STATE
N CONT NO         * FA PROJ NOS RS  618001 100
     531    1932        296      00 N 9           40.76                 40.76          4,616.25CR




                                                        NOVEMBER 1980          PAGE  757

                                                                   FISCAL       GRAND TOTAL
                                                                                  TO DATE
NT       PREFIX           FUNCTION   GR  CURRENT MONTH      YEAR TO DATE
     531    1932        298      00 N 9           40.76CR               40.76CR         4,616.25
     531    1932        901      00 P 1                                                    33.98
     531    1932        905      00 P 1                                                   171.47
     531    1932        906      00 P 1                                                 3,767.38
     531    1932        918      00 P 1                                                   279.38
     531    1932        920      00 P 1                                                    87.00
     531    1932        921      00 P 1                                                   587.94
     531    1932        923      00 P 1           47.50CR               47.50CR            32.54
     531    1932        926      00 P 1                                                   420.56
                        TOT      P1               47.50CR               47.50CR         5,380.25
                     ** JOB TOTALS **             47.50CR**             47.50CR**       5,380.25  **

                                                                                            STATE
   CONT NO          FA PROJ NOS RRS 618002 100                          450.00CR          450.00CR
       531    1934        296      00 N 9                               450.00            450.00
       531    1934        298      00 N 9                                               2,238.38
       531    1934        901      00 P 1                                                  49.41
       531    1934        905      00 P 1                                80.08             80.08
       531    1934        910      00 P 1                                                  41.64
       531    1934        914      00 P 1                                44.12             44.12
       531    1934        918      00 P 1                               124.20          2,453.63
                          TOT      P1
                       ** JOB TOTALS **                 **              124.20  **      2,453.63  **

                                                                                             STATE
    CONT NO 0000 * FA PROJ NOS RS  611001 100                           724.52CR       12,424.52CR
        531    1940        296      00 N 9                                                980.00
        531    1940        297      00 N 9                              724.52         11,444.52
        531    1940        298      00 N 9                                              4,382.20
        531    1940        901      00 P 1                                                  5.63
        531    1940        901      00 N 1                                              2,862.10
        531    1940        905      00 P 1                                              1,617.10
        531    1940        906      00 P 1                                                147.40
        531    1940        910      00 P 1                                                 59.68
        531    1940        914      00 P 1                                                387.04
        531    1940        918      00 P 1                                                228.66
        531    1940        920      00 P 1                                                847.99
        531    1940        921      00 P 1                                                 59.75
        531    1940        922      00 P 1                                                 12.30
        531    1940        923      00 P 1                                              2,739.05
        531    1940        926      00 P 1                                             13,343.
```

```
                                                                                NOVEMBER 198
TOTAL TO DATE JOB COST SUMMARY
                                                                                       FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO D

   GRAND RONDE R(PIERCE LANE) BR CONT NO 8773 * FA PROJ NOS RS  618001 100
                                        531   1096     201      00 P 1
                                        531   1096     206      00 N 1
                                        531   1096     296      00 N 9         60.41CR        70
                                        531   1096     297      00 N 9
                                        531   1096     298      00 N 9         60.41          70
                                        531   1096     900      00 P 1         47.50          58
                                        531   1096     900      00 N 1
                                        531   1096     920      00 P 1
                                        531   1096     950      00 P 1
                                                       TOT      P1             42.50          58
                                                       TOT      N1
                                                    ** JOB TOTALS **           47.50  **      58

   WALLOWA CO PAVEMENT MARKING   CONT NO          FA PROJ NOS PMS 00S011 100
                                        532   1042     278      01 P 1
                                        532   1042     278      03 P 1
                                        532   1042     278      04 P 1
                                        532   1042     296      00 N 9
                                        532   1042     298      00 N 9
                                        532   1042     900      00 P 1
                                        532   1042     900      00 N 1
                                                       TOT      P1
                                                       TOT      N1
                                                    ** JOB TOTALS **                  **

   IMNAHA RIV CK BR, FREEZEOUT   CONT NO 8750 * FA PROJ NOS RS  642002 100
                                        532   1047     201      00 P 1
                                        532   1047     206      00 N 1
                                        532   1047     296      00 N 9       7,071.78CR       7,1
                                        532   1047     297      00 N 9       7,071.78         7,0
                                        532   1047     298      00 N 9                        1
                                        532   1047     900      00 P 1
                                        532   1047     900      00 N 1
                                        532   1047     920      00 P 1
                                                       TOT      P1
                                                       TOT      N!
                                                    ** JOB TOTALS **                  **

   WENAHA RIVER (TROY) BRIDGE    CONT NO 9114   FA PROJ NOS RS  630002 100
                                        532   1051     201      00 P 1      48,708.00         121,
                                        532   1051     204      00 P 1       2,435.40CR       6,
                                        532   1051     296      00 N 9      46,513.45CR       117,8
                                        532   1051     297      00 N 9       3,561.87         8,4
                                        532   1051     298      00 N 9      46,513.45         112,9
```

```
MMARY                                                                  NOVEMBER 1980        PAGE  253

                                                                          FISCAL             GRAND TOTAL       ACTIVE YRS
ARTMENT           PREFIX          FUNCTION   GR  CURRENT MONTH        YEAR TO DATE            TO DATE          BEG    END

ANE) BR  CONT NO 8773 * FA PROJ NOS RS  618001 100                                                             STATE
                531      1096        201        00 P 1                                           190,749.20       78     79
                531      1096        206        00 N 1                                                 1.33       79     79
                531      1096        296        00 N 9        60.41CR              70.26CR       183,793.01CR     78     80
                531      1096        297        00 N 9                                            11,000.00       78     78
                531      1096        298        00 N 9        60.41                70.26         172,793.01       78     80
                531      1096        900        00 P 1        47.50                58.98          10,535.05       78     80
                531      1096        900        00 N 1                                                74.50       78     79
                531      1096        920        00 P 1                                                33.50       78     78
                531      1096        950        00 P 1                                               120.21       79     79
                                     TOT           P1         47.50                58.98         201,437.96
                                     TOT           N1                                                 75.83
                                 ** JOB TOTALS **             47.50  **            58.98  **     201,513.79  **

RKING    CONT NO           FA PROJ NOS PMS 00S011 100                                                          STATE
                532      1042        278        01 P 1                                               746.07       77
                532      1042        278        03 P 1                                             2,904.36       76
                532      1042        278        04 P 1                                             1,226.10       76     78
                532      1042        296        00 N 9                                             5,488.94CR     75     79
                532      1042        298        00 N 9                                             5,488.94       75     79
                532      1042        900        00 P 1                                               612.41       75     80
                532      1042        900        00 N 1                                                19.89       80     80
                                     TOT           P1                                              5,488.94
                                     TOT           N1                                                 19.89
                                 ** JOB TOTALS **                    **                   **       5,508.83  **

ZEOUT    CONT NO 8750 * FA PROJ NOS RS  642002 100                                                             STATE
                532      1047        201        00 P 1                                           221,955.61       78     79
                532      1047        206        00 N 1                                                18.50       79     79
                532      1047        296        00 N 9     7,071.78CR           7,190.25CR       229,298.86CR     78     80
                532      1047        297        00 N 9     7,071.78             7,071.78          20,871.78       78     80
                532      1047        298        00 N 9                            118.47         208,427.08       78     80
                532      1047        900        00 P 1                             53.16          20,937.96       78     80
                532      1047        900        00 N 1                             17.22             157.08       78     80
                532      1047        920        00 P 1                                                28.44       78     78
                                     TOT           P1                              53.16         242,922.01
                                     TOT           N1                              17.22             175.58
                                 ** JOB TOTALS **                    **            70.38  **     243,097.59  **

IDGE     CONT NO 9114   FA PROJ NOS RS  630002 100                                                             STATE
                532      1051        201        00 P 1    48,708.00           121,715.50         180,640.50       80     80
                532      1051        204        00 P 1     2,435.40CR           6,085.78CR         9,032.03CR     80     80
                532      1051        296        00 N 9    46,513.45CR         117,890.10CR       170,315.21CR     80     80
                532      1051        297        00 N 9     3,561.87             8,487.81           8,487.81       80     80
                532      1051        298        00 N 9    46,513.45           112,964.16         165,389.27       80     80
```

5,280.85
201,513.79
206,794.64

8773

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. [illegible]S-B618(1)	2. COUNTY Union	3. STATE Oregon 8773

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved the construction of a bridge over the Grande Ronde River. The bridge, No. 16317, is 130 feet long and has a roadway width of 28 feet. The project was completed April 20, 1979 on the Grande Ronde River Bridge Section of Pierce Lane one mile east of LaGrande.

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-14
cy

5. CONTRACTOR'S NAME Hamilton Construction Co.	6. CONTRACT AMOUNT $ 181,135.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

The structure was constructed under the contract and the County constructed the approach fills.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ *feet*)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
N/A			X080	0.025

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 6-27-79

12. IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 7/8/80	17. TITLE Field Operations Engineer	18. DATE 7/10/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8773

8

June 19, 1979

Transamerica Insurance Company
1150 South Olive Strert
Los Angeles, CA 90015

Gentlemen:

Contract No. 8773 awarded to Hamilton Construction Co., for the Grande Ronde River (Pierce Lane) Bridge in Union County was completed on April 20, 1979, and accepted by the State Highway Engineer on June 14, 1979.

Final payment in the amount of $2,000 will be released to the contractor after June 25, 1979. The total contract amount is $190,749.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Mead
COMMISSION SERVICES

fkm

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8773

Report # 31 FINAL

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grande Ronde River (Pierce Lane) Bridge

WEEK ENDING: April27, 1979

SECTION PREFIX: 531-1096

HIGHWAY: FAS B618

COUNTY: Union

NAME OF JOB: Grande Ronde River (Pierce Lane) Br.

KIND OF WORK: Structure

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8773

FEDERAL AID PROJECT NUMBER: RS-B618(1)

DATE OF CONTRACT: July 18, 1978

DATE WORK STARTED: September 25, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 152

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 84

PROJECT AUTHORIZATION: $ 205,599.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

EXCLUSIVE OF ENGINEERING: $ 189,286.08

ENGINEERING AUTHORIZATION: $ 16,302.14

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 189,286.08

ENGINEERING COST TO DATE: $ 6,290.94

This Week$520.80

DATE PROJECT WAS COMPLETED: April 20, 1979

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 38 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16317							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22				Completion date 4-20-79
MONDAY 23				
TUESDAY 24				
WEDNESDAY 25				
THURSDAY 26				
FRIDAY 27				
SATURDAY 21				

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity
23 MONDAY	County install guard rail.
24 TUESDAY	No activity
25 WEDNESDAY	No activity
26 THURSDAY	No activity
27 FRIDAY	No activity
21 SATURDAY	No activity

REMARKS

STATUS: Structure completed

final records to Region 4-25-79

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

773

Form E-[illegible] (Rev. [illegible])

FAS B618

1 Ke
2 Bond
3 Jackman
4 Hopkins
Johnsen
Inlow
Routing
5 Glenn
Richards
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 22 1979
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION ENGINEER'S STATEMENT

Prefix 531-1096-900 Section Grande Ronde River (Pierce Lane) Bridge Date January 10, 1979

Contract No. 8773 FA No. RS B-618(1) Highway FAS B618

Date contractor actually started work September 25, 1978 Completed

Yes	No	N/A*		
☒	☐	☐	1.	Has project been completed within station to station limits set up in the contract?
☐	☐	☒	2.	Have all important alignment points been permanently referenced?
☐	☐	☒	3.	Have all R/W negotiations been completed? If not, give full report.
☐	☐	☒	4.	Have all R/W markers been set? If not, give location and reason.
☐	☒	☐	5.	Is there any encroachment on the R/W (except power and telephone lines)? Give locations.
☐	☒	☐	6.	Does the road or R/W encroach on anyone's property? Give locations.
☐	☐	☒	7.	Has all old R/W been definitely disposed of?
☒	☐	☐	8.	Has the supporting data for all quantities been included in your final report and estimate?
☒	☐	☐	9.	Has the final 1"=100' constructed line map been prepared and submitted?
☐	☐	☒	10.	Have you listed the field engineering notes, records and data on hand which you are not sending in along with your final estimate? (Do not include weekly reports and correspondence.)
☐	☒	☐	11.	Do you expect the contractor to file any additional claims? If so, make detailed report.
☐	☐	☒	12.	Is material still available at the quarry, gravel pit, or talus deposit? If so, state approximately the amount.
☐	☐	☒	13.	Is the material source suitable for future operations?
☐	☐	☒	14.	Have you reported stockpile distribution to the DMS? If not, furnish him with complete tabulation together with cost of materials at each site.
☒	☐	☐	15.	Have you submitted your Bench Mark report in accordance with Article 2.2.11., Technical Bulletin No. 19?
☐	☐	☒	16.	Have you determined the exact quantity, and submitted supporting data, together with price agreement covering the purchase of excess asphalt, aggregates, cement adjustment, or any other surplus items which would be of value for future maintenance and which the contractor agrees to sell at cost only?
☐	☐	☒	17.	Have all right of way agreements as indicated on the options been completed to the satisfaction of the grantor?
☒	☐	☐	18.	Has the narrative report been prepared and included?
☐	☐	☒	19.	Has the Soils profile been prepared and included?
☒	☐	☐	20.	Have the required contractors' payrolls been submitted?
☒	☐	☐	21.	By careful sampling, it has been determined that: a. Wages paid laborers and mechanics are at rates not less than those specified in the contract provisions. b. The work performed by each specific class of employee conforms to the classification set forth in the contract provisions. c. The classifications are correct and there is no evidence of a disproportionate employment of laborers, helpers or apprentices, indicating avoidance of minimum wage rate provision.
☒	☐	☐	22.	During the course of the project, a diligent effort was made to uncover any unapproved subcontracts and all such cases found were reported.
☐	☐	☒	23.	All temporary signs have been stored and the required master list submitted with the semi-final estimate and a copy sent to the Division Office.

* Non Applicable

Versteeg
1 Christensen
George
Olsen
Terpin
2 Sullivan JWS
Scott
Anderson

RECEIVED
JAN 31 1979
ENGINEERING
SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

(Signed) Joseph H. [illegible]
Resident Engineer

State Printing 56465

o.b.

8773

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1978

Hamilton Construction Co.
P. O. Box 639
Springfield, OR 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8773 for the Grande Ronde River (Pierce Lane) Bridge in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Joseph Schlieski

TELEX 32-7413

Hansen & Rowland Inc. / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

"Since 1890"

July 24, 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 8773 Grande Ronde River (Pierce Lane) Bridge
Hamilton Construction-Contractor

Gentlemen:

In accordance with the request of Hamilton Construction Co., per photocopy of their letter to us of July 20, 1978 attached, we enclose herewith two copies of executed contract and performance bond.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: Hamilton Construction Co.
Att: Mr. John Axtell
P.O. Box 659
Springfield, Oregon 97477

RECEIVED
JUL 27 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

"Insurance with Emphasis!"

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

July 20, 1978

Hansen & Rowland Inc.
P.O. Box 1633
Tacoma, Washington 98401

Subject: Contract-State of Oregon

Attention: Mr. H. T. Duren

Dear Herb:

Enclosed are two (2) copies of a contract that we are entering into with the State of Oregon. Would you please complete the bond portion of the contract and send both copies to:

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

These have to reach State of Oregon no later than 7-29-1988. Would you please send me a copy of transmittal letter for my files. Thank you for attending to this matter for us.

Very truly yours,

HAMILTON CONSTRUCTION CO.

Jack

John R. Axtell

JRA: encl.

July 24, 1978

Mr. John Axtell:

Copy of letter to State of Oregon attached.
Our invoice for the bond premium is also attached.

Karen

Karen Smith
Bond Dept.

RECEIVED
JUL 27 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MEMBER: ASSOCIATED GENERAL CONTRACTORS

8773

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Union County Court
Courthouse
LaGrande, Oregon 97850

Attention of Mr. Alvin Campbell
County Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1860

Date July 27, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $14,400.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	3,400.00	
		To be transferred to State Highway funds for the construction of the Grande Ronde River (Pierce Lane) Br. FAS B618 Covered by agreement # 6195		$11,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,400.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
531-1096

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer
G. W. Wimer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8773.,

STATE COPY

OMB No. 04-R2089

9

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
7-138

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

7-26-78

Oregon

County: Union

Project No.: RS-B618 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grand Round River (Pierce Bridge)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8- 2-77	0.025
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-77	0.025
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 212,088.00	$ 181,906.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator: JUL 26 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 12, 1978

Federal Aid Project
No. RS-B618(1)

GRANDE RONDE RIVER (PIERCE BRIDGE) SECTION
UNION COUNTY ROAD

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,500.00

Type Code X080

Grand Ronde River (Pierce Lane) Br. #16317 (Sta. 20+10 - Sta. 21+40)

Mobilization	All Required		$ 17,000.00
Bridge Removal Work	All Required		4,500.00
General Excavation	130 Cu.Yd.	3.00	390.00
Toe Trench Excavation	40 Cu.Yd.	15.00	600.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	75 Cu.Yd.	24.00	1,800.00
Furnish HP 10 x 42 Steel Piling	845 Lin.Ft.	11.00	9,295.00
Drive Steel Piles	13 Each	350.00	4,550.00
Splice Steel Piles	3 Each	100.00	300.00
Structural Concrete, Class 3300 (60 C.Y.)	All Required		12,200.00
130'/135' Deck Bulb Tee Prestressed Beams	6 Each	16,000.00	96,000.00
Reinforcement (8,000 lbs.)	All Required		4,000.00
Diaphrahm Beams	All Required		4,000.00
Metal Rail with Tubing	300 Lin.Ft.	47.00	14,100.00
Guard Rail in Stockpile	All Required		1,800.00
Loose Riprap, Class 50	180 Cu.Yd.	20.00	3,600.00
	Subtotal		$ 181,135.00
	Engineering		24,453.00
	TOTAL		$ 205,588.00

Length of Project - - - - - - - - - - - - - 0.025

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 6,500	$ 5,574	$ 463	$ 463
Structure	205,588	176,332	14,628	14,628
TOTAL	$212,088	$181,906	$15,091	$15,091

Group 1 100%

Contract No. 8773

Prefixes 531-1932 P.E.

531-1096

8773

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
Don Trout
SAIF
Fran

July 18, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for the Grande Ronde River (Pierce Lane) Bridge in Union County for the sum of $181,135 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Union County and when the sum of $14,400 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8773.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 29, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

June 23, 1978

Union County Court
Courthouse
LaGrande, Oregon 97850

Attn: Mr. Alvin Campbell, Roadmaster

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Hamilton Construction Co., P. O. Box 659, Springfield, OR 97477, for the Grande Ronde River (Pierce Lane) Bridge Section, FAS B618.

The County's advance deposit based upon the Contractor's bid is as follows:

Bid Items	$181,135.00
4½% Contingencies	8,151.08
(9%) Engineering	16,302.15
Estimated Total Cost	$205,588.23

Fed 86%
$ 176,705.68
OK

Advance Deposit:
7% of $205,588.23 = $14,391.17 rounded to $14,400.00

This project will be awarded upon receipt of your advance deposit. which should be in this office no later than July 14, 1978.

Please make your check in the amount of $14,400.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Rec'd 7/18/78

Told V. Boyd at Roger Lang

Very truly yours,
Orig. Signed by D
DR G. W. Wimer
Local Government Manager

HR:dmc

bc w/AD#464: Vern Skoog-Please return completed AD#464 when check is received.
Region 5 Federal Aid Engineer

Draft.

8773

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

June 6, 1978

Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

Grande Ronde River (Pierce Lane) Bridge
F.A.S. B618

Enclosed is a copy of the latest construction estimate from our Structural Design Section in Salem. This estimate is about 21.5% higher than what was originally estimated in January of 1977.

The increased cost apparently is attributable entirely to the prestressed bulb tee deck members. I am advised this cost has increased due to increased cost of materials and delivery charges.

I must point out this is only an estimate and our estimators attempt to be in line with the third bidder. I am optimistic we will obtain a bid lower than what is shown on the estimate.

Please let me know if the County has any objection to this estimate.

Sincerely,

RC Lang
R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosure

cc Alvin Campbell w/attach
G. Wimer
T. Thompson
D. O. Christensen
J. A. Schlieski w/attach

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 8 1978
File: PM FA LG OP
TAA ________

Section 8773 Grande Ronde R. (Pierce Lane) Br. Programming Estimate $ [illegible]

Highway FAS B-618 Project Length —

County UNION Completion Time 180 cal. days

Kind of Work Structure

Prefix 531-1932 FA Project No. RS-B618(1)

ROUTING SLIP		Date: 6/1/78
DEPARTMENT OF TRANSPORTATION		
Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lane Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp. Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 5
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number

ATTENTION: Roger Lang

FROM: Project Mngt.

Please inform the county, and let us know their wishes.

Form 81-731-0022 (7/77)

TRUCTION AUTHORIZATION 192,675 -

act Amount $(162,835 -)

0

0

$ 0

Misc. Permit Fees

	192,675 -
	$ (162,835 57)
Contingencies (4-1/2%)	5,670 (7,327 57)
Engineering (9%)	14,655 15
SUBTOTAL	$ (17,340.75)
Credit for	
Estimated Net Authorization, Construction	$ 184,817 72
County informed * 190,000	(218,686 12)

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

APPROVED
Duane O. Christensen

Section Grande Ronde R. (Pierce Lane) Br. Programming Estimate $ 185 000

Highway FAS B-618 Project Length —

County UNION Completion Time 180 cal. days

Kind of Work Structure

Prefix 531-1932 FA Project No. RS-B 618 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION 192,675 —

Estimated Contract Amount $ (162,835 —)

Anticipated Additional Items:

Royalty Payment

Building Permit Fees

Slide Correction

Railroad Protective Costs

Other Railroad Costs

Permanent Signing 0

Permanent Pavement Striping 0

Temporary Pavement Striping

Remove Pavement Striping (Exist. & Temp.)

Temporary Erosion Control

State Furnished

Install Water Meter

Furnish Water

Laboratory Fees

On the Job Trainees

State Responsibility for Damages

Signal Controller Testing

Bikeway Signs

Furnish Mail Box Posts

Adjust Utilities

Misc. Permit Fees

$ 0

192,675 —

$ (162,835 — 37)

8,670

Contingencies (4-1/2%) (7,327 57)

Engineering (9%) 14,655 15

SUBTOTAL $ (17,340.75)

Credit for

Estimated Net Authorization, Construction $ 184,817 72

(218,686 12)

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

APPROVED
Duane O. Christensen
HWY. [illegible] ENGR.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date May 10, '78

Section Grande Ronde R. (Pierce Lane) Br.
County UNION
Kind Of Work Structure
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		14,300 ~~12,000~~
	STRUCTURE					
	Bridge Removal Work		All	All		14,000-
	General Excavation		Cu. Yd.	130	10.00	1,300-
	Toe Trench Excavation		Cu. Yd.	40	10.00	400-
	Shoring, Cribbing, Etc.		All	All		1,000-
	Structure Excavation		Cu. Yd.	75	10.00	750-
	Furnish HP 10x42 Steel Piling		Lin. Ft.	845	10.00	8,450-
	Drive Steel Piles		Each	13	350.00	4,550-
	Splice Steel Piles		Each	3	75-	225-
	Structural Concrete, Class 3300	60 C.Y.	All	All	200.00	12,000-
	130'/135' Deck Bulb Tee Prestressed Beams	131' ea. 110/l.ft. 145	Each	GDA → 5/31 6	14,000 ~~14,410-~~	114,000 ~~86,460-~~
	Reinforcement	8,000 lbs	All	All	0.30	2,400-
	Diaphragm Beams Opt. 1 Opt. 2	2,300 lbs steel 8 C.Y. 2150 lb reinf.	All	All		3,500-
	Metal Rail with Tubing		Lin. Ft.	300	35-	10,500-
	Guard Rail in Stockpile	200' Type 2A 4 1 Anch. 4 C End Pcs	All	All		3,500-
	Loose Riprap, Class 50		Cu. Yd	180	10-	1,800
						150,835
						27,540
					sub	178375
						14,300
					T	191,675

F773 FAS B618

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Bout

6-22-78 Bid Letting ______ All Clear Deadline

SECTION Grande Ronde R. (Pierce) Bridge
Highway FAS B618
County Union Region 5
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒	☒	☒	☒	Recognized problems covered by permits
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒	☒	☒	☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

8773

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: April 10, 1978

SUBJECT:

Grande Ronde River (Pierce Lane)
Grande Ronde River (Pierce Lane) Br.Sec.
FAS B-618
Union County
Bridge 16317

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 33364 through 33367, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $190,000.

It is planned to call for bids on this section on June 22, 1978.

These prints are sent to you for a field review. Please return one set by April 24, 1978 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Alvin Campbell, Co. Roadmaster /w/ 2 encls.
H. A. Schell /w/ 2 encls. + 1 Foundation Report
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
County-City Unit
Engineering /w/ 1 encl.
J. Schlieski /w/ 1 encl.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
APR 11 1978
File: PM FA
LG OP
TAA ____

81-125-1367

8773

Joe 963-759

3/2/78

Prefix 531-1427	(All state funds)	5575.01
531-1932	(Federal & State funds)	1581.53
	Total cost.	$ 7,156.54

No county funds used

State Bridge design costs	$ 80.08
	948.73
	$ 1028.81

If we design the bridge then	7156.54	
	1028.81	
	$ 6127.73	will be County Costs

TOTAL TO DATE JOB COST SUMMARY

JANUARY 1978

PAGE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO
	503	1405	911	00			
	503	1405	912	00			
	503	1405	912	00			
	503	1405	914	00			
	503	1405	921	00			
	503	1405	923	00			
	503	1405	924	00			
			** JOB TOTALS **		**	**	
BNRR OXING (CAMP ABBOT)BR	CONT NO		FA PROJ NOS				
	509	1449	901	00			
	509	1449	905	00			
	509	1449	906	00			
	509	1449	907	00			
	509	1449	914	00			
	509	1449	920	00			
	509	1449	921	00			
	509	1449	923	00			
			** JOB TOTALS **		**	**	
BULLY CK BR-MAIN ST, VALE	CONT NO		FA PROJ NOS				
	523	1470	901	00	1,846.14	1,903.02	
	523	1470	906	00	5.40	5.40	
	523	1470	918	00	583.98	583.98	
	523	1470	926	00	2,204.60	2,598.36	
			** JOB TOTALS **		4,640.12 **	5,090.76 **	
					(All state money in PE.)		
GRANDE RONDE RIV BR PIERCE LN	CONT NO		FA PROJ NOS				
	531	1429	901	00	Resident engineer	2.97	
	531	1429	906	00	Bridge Design		
	531	1429	914	00	Utility		
	531	1429	926	00	Foundation Inv.	4.94	
			** JOB TOTALS **		**	7.91 **	
BEAR CREEK BRIDGE	CONT NO		FA PROJ NOS				
	532	1480	901	00			
	532	1480	905	00			
	532	1480	906	00			
	532	1480	918	00			
	532	1480	920	00			
	532	1480	921	00			
	532	1480	923	00			
	532	1480	926	00			
			** JOB TOTALS **		**	**	

```
                                                         JANUARY 1978          PAGE  321

          PREFIX            FUNCTION    GR  CURRENT MONTH        FISCAL                  GRAND TOTAL
                                                              YEAR TO DATE                TO DATE
    503      1405        911      00                                                       826.27
    503      1405        912      00                                                     4,587.96
    503      1405        912      00 &                                                     111.22
    503      1405        914      00                                                       133.99
    503      1405        921      00                                                       324.81
    503      1405        923      00                                                       786.36
    503      1405        924      00                                                       189.31
                     ** JOB TOTALS **                   **                     **        8,104.05  **

  CONT NO          FA PROJ NOS
    509      1449        901      00                                                                 STATE
    509      1449        905      00                                                        82.29
    509      1449        906      00                                                     1,712.46
    509      1449        907      00                                                        99.51
    509      1449        914      00                                                       102.64
    509      1449        920      00                                                         2.52
    509      1449        921      00                                                        27.18
    509      1449        923      00                                                       678.86
                                                                                            86.51
                     ** JOB TOTALS **                   **                     **        2,791.97  **

  CONT NO          FA PROJ NOS
    523      1470        901      00           1,846.14             1,903.02             1,903.02  STATE
    523      1470        906      00               5.40                 5.40                 5.40
    523      1470        918      00             583.98               583.98               583.98
    523      1470        926      00           2,204.60             2,598.36             2,598.36
                     ** JOB TOTALS **          4,640.12  **         5,090.76  **         5,090.76  **
                                    (All state money in PE.)
  CONT NO          FA PROJ NOS
    531      1429        901      00 Resident engineer                     2.97          3,247.90  STATE
    531      1429        906      00 Bridge Design                                          80.08
    531      1429        914      00 Utility                                               115.41
    531      1429        926      00 Foundation Inv.                       4.94          2,131.62
                     ** JOB TOTALS **                   **                 7.91  **      5,575.01  **

  CONT NO          FA PROJ NOS
    532      1480        901      00                                                                 STATE
    532      1480        905      00                                                         3.15
    532      1480        906      00                                                         3.10
    532      1480        918      00                                                         1.38
    532      1480        920      00                                                         2.09
    532      1480        921      00                                                        10.48
    532      1480        923      00                                                       165.08
    532      1480        926      00                                                     1,720.76
                                                                                            26.94
                     ** JOB TOTALS **                   **                     **        1,932.98  **

                                                                                              3/2/78
```

```
S CK GR PALMER JCT  CONT NO          FA PROJ NOS RS  613001 100                         9,671.
                    531     1925      296       00 N 9                                  9,671.
                    531     1925      298       00 N 9                                   355.
                    531     1925      901       00 P 1
                    531     1925      901       00 N 1
                    531     1925      905       00 P 1                                  1,598.
                    531     1925      906       00 P 1                                      1.
                    531     1925      909       00 P 1
                    531     1925      910       00 P 1                                      2.
                    531     1925      918       00 P 1                                     11
                    531     1925      920       00 P 1                                    465.
                    531     1925      921       00 P 1                                     25
                    531     1925      924       00 P 1                                     64.
                    531     1925      926       00 P 1                                  2,522.
                                      TOT       P1
                                      TOT       N1
                                   ** JOB TOTALS **                         **          2,522

                                                                   State FAS funds an
                                                                                    no
GRANDE RONDE RIV BR PEARCE LN CONT NO FA PROJ NOS RS  618001 100                           44
                    531     1932      905       00 P 1 Final Design                       948
                    531     1932      906       00 P 1 Bridge Design                      168
  Chg to This # Aug 5, 1977
                    531     1932      918       00 P 1 Recon   168.00 + Hydrology         420.
                    531     1932      926       00 P 1 Foundation investigations        1,581.
                                      TOT       P1             168.00                   1,581.
                                   ** JOB TOTALS **            168.00       **          1,581.

IMNAHA RIVER BRIDGE          CONT NO  FA PROJ NOS SRS 00S049 100
                    532     1979      906       00 P 1
                    532     1979      910       00 P 1
                    532     1979      918       00 P 1
                    532     1979      924       00 P 1
                    532     1979      926       00 P 1
                                      TOT       P1
                                   ** JOB TOTALS **                         **

FREEZE-OUT GORGE-UPPER IMNAHA CONT NO FA PROJ NOS RS  642001 100      11.58CR          19,00
                    532     1990      296       00 N 9
                    532     1990      297       00 N 9
```

```
                                                                                  JANUARY 1
TOTAL TO DATE JOB COST SUMMARY
                                                                                       FISC
                                        PREFIX        FUNCTION   GR   CURRENT MONTH  YEAR TO
DESCRIPTION OF JOB OR DEPARTMENT    532   1990      298       00 N 9      11.58        19.0
                                    532   1990      901       00 P 1
                                    532   1990      901       00 N 1
                                    532   1990      914       00 P 1
                                    532   1990      916       00 P 1                     2,6
                                    532   19        918       00 P 1                     2,7
                                                    TOT       P1
                                                    TOT       N1
                                                 ** JOB TOTALS **
```

```
BR PALMER JCT  CONT NO      * FA PROJ NOS PS  613001 100                                              STATE
        531   1925    296     00 N 9                                9,671.22CR        9,671.22CR
        531   1925    298     00 N 9                                9,671.22          9,671.22
        531   1925    901     00 P 1                                  355.03          2,569.65
        531   1925    901     00 N 1                                                     44.07
        531   1925    905     00 P 1                                                    261.17
        531   1925    906     00 P 1                                1,598.30          5,790.43
        531   1925    909     00 P 1                                    1.00              1.00
        531   1925    910     00 P 1                                                     72.18
        531   1925    918     00 P 1                                    2.01          1,402.49
        531   1925    920     00 P 1                                   11.50             11.50
        531   1925    921     00 P 1                                  465.09            465.49
        531   1925    924     00 P 1                                   25.24             25.24
        531   1925    926     00 P 1                                   64.44            672.67
                              TOT     P1                            2,522.61         11,271.82
                              TOT     N1                                                 44.07
                           ** JOB TOTALS **                  **     2,522.61  **     11,315.89  **

                                                  State FAS funds and State matching funds
                                                              no County funds
IV BR PEARCE LN CONT NO      FA PROJ NOS RS  618001 100                                             STATE
        531   1932    905     00 P 1 Final Design                      44.24             44.24
        531   1932    906     00 P 1 Bridge Design                    948.73            948.73
This II  Aug 5, 1977
        531   1932    918     00 P 1 Recann 168.00 + Hydrology        168.00            168.00
        531   1932    926     00 P 1 Foundation investigation         420.56            420.56
                              TOT     P1            168.00          1,581.53          1,581.53
                           ** JOB TOTALS **         168.00  **      1,581.53  **      1,581.53  **

RIDGE           CONT NO      FA PROJ NOS SRS 00S049 100                                             STATE
        532   1979    906     00 P 1                                                     29.03
        532   1979    910     00 P 1                                                     43.48
        532   1979    918     00 P 1                                                    406.73
        532   1979    924     00 P 1                                                     18.81
        532   1979    926     00 P 1                                                    216.31
                              TOT     P1                                                714.36
                           ** JOB TOTALS **                  **                **       714.36  **

GE-UPPER TANAHA CONT NO      FA PROJ NOS RS  642001 100                                             STATE
        532   1990    296     00 N 9               11.58CR        19,004.70CR        20,404.70CR
        532   1990    297     00 N 9                                                  1,400.00

                                                                                          3/2/78

 COST SUMMARY                                                JANUARY 1978          PAGE  523

                                                                FISCAL            GRAND TOTAL
B OR DEPARTMENT          PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                       532   1990    298     00 N 9     11.58        19,004.70         19,004.70
                       532   1990    901     00 P 1                     152.77         18,436.99
                       532   1990    901     00 N 1                       5.43              5.43
                       532   1990    914     00 P 1                                       336.47
                       532   1990    916     00 P 1                                       753.22
                       532   19      918     00 P 1                   2,623.32          2,623.32
                                     TOT        P1                    2,776.09         22,150.00
                                     TOT        N1                        5.43              5.43
                                  ** JOB TO
```

8773

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 1, 1977

RC Lang

FROM: R. C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Grande Ronde River (Pierce Lane) Br.
FAS B618, Br. No. 16317
Union County

TO: T. G. Thompson
Supervising Design Engineer

SALEM

Attached are copies of drawings 32972 and 31885 which have been approved by Union County subject to items noted in red. Please note the transmittal letter contains a certification stating the County does not use salt.

Please advise if additional information is required to move the project toward final plans.

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE [✓] FAE [✓] OPE ☐
NOV 2 1977
TAA Bergolson File: PM FA LG OP

RCL:sh
Attachments

cc Union County Judge Earle Misener
Alvin Campbell
Gerald Wimer
J. A. Schlieski

UNION COUNTY HIGHWAY DEPARTMENT
ROUTE 1 BOX 1676 PHONE 963-4196
LA GRANDE, OREGON 97850

October 17, 1977

☐ RE ☐ RCE ☐ [illegible]E ☐ RME
☐ RCE
☐ [illegible]E RECEIVED ☐
REGIONAL OFFICE

L

OREGON STATE HIGHWAY DIVISION
P. O. Box 850
LaGrande, Oregon 97850

RE: Correspondence on Grande Ron de River
(Pierce Lane) Bridge FAS B-618 of
10-10-77

Union County Road Department has not used salt on icy roads in the past and cannot forsee using salt in the future. It would not be economical through the purchase of,or equipment for us to use salt.

We would like to call your attention to the fact that the road will be aligned with the bridge. We do not agree with slope on bridge plans. We recommend a .02% crown from center of bridge.

ALVIN CAMPBELL
Roadmaster

COUNTY JUDGE EARLE C. MISENER

COMMISSIONER

Ralph Robinson
COMMISSIONER

Cy Hal Versteeg
Frank Terpin
Walt Hart
Gerald Weiner
J.A. Schlieski

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 10, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 12 1977
N
TAA
File: PM FA
LG OP

Mr. Alvin Campbell, Roadmaster
Union County Road Department
Rt. 1, Box 1676
La Grande, Oregon 97850

Dear Alvin:

RE: Grande Ronde River (Pierce Lane) Bridge
FAS B-618

Enclosed are two copies of drawings 32972 and 31885 which are the preliminary plan and elevation and the vicinity map, respectively, for the referenced project.

On drawing 32972, are two different choices of structures. The estimated cost, including an allowance for engineering and contigencies, is $190,000 for the integral deck bulb T, and $200,000 for the prestressed precast box beam alternate. The main difference between the two structures is the depth of beams and their estimated cost. The Highway Division would like to offer the prospective bidders an opportunity to bid on both types of structures. Prices for bulb T and box beams have increased over the past years; and we feel that with this choice, the county should end up with the most economic bid available.

The plans, as detailed, have a two-inch A.C. wearing surface, which will require a waterproofing membrane. However, if the county does not intend to use salt on the structure or place the A.C. wearing surface on the structure, the waterproofing wearing surface could be eliminated. The elimination of this work would require a letter from the county stating that no salt would be used at this location or that the county does not use salt now nor does it intend to use it in the future, etc.

The Division also would recommend riprap be placed in the streambeds adjacent to abutments, though placing could be delayed until the streambed begins to scour.

If the drawings are acceptable, please have the County Court approve them and return one copy with a letter on the use of salt to this office for further processing.

Sincerely,

George Strawn

George Strawn
Regional Planning Coordinator

GS/dm
Enclosures

cc: Union County Court
Program Management Section
Bridge Section
Joe Schlieski

8773

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 5, 1977

TG Thompson

FROM: T. G. Thompson
Supervising Design Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

Attention Mr. Roger C. Lang
Region Federal Aid Engineer

SUBJECT:

Grande Ronde River Bridge
Pierce Lane
FAS B-618
Union County
Bridge 16317

Enclosed are four reduced size prints of drawings 32972 and 31885 which are the preliminary plan and elevation and the vicinity map, respectively, for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $190,000 for the integral deck bulb T alternate and $200,000 for the prestressed precast box beam alternate.

Plans as detailed have a 2 inch A.C. wearing surface, which will require a waterproof membrane. However, if the County does not intend to use salt on the structure or place the A.C. wearing surface on the structure, the waterproof wearing surface could be eliminated. This would require a letter from the County stating that they will not use salt at this location.

We also would recommend riprap be placed in the streambeds adjacent to abutments, though placing could be delayed until such time as the streambeds start to scour.

These are being sent to you to obtain Union County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon and a statement as to salting as soon as possible.

It is planned to call for bids on this section in the second quarter of 1978.

GDA:dh
Enclosure

cc H. A. Schell /w/ 2 sets
Engineering Section /w/ 1 set
County-City Unit

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 7 1977
File: PM FA
TAA [illegible] LG OP

8773

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Grande Ronde River (Pearce Lane) Bridge

Highway FAS-C B618

County Union

Date Aug. 5, 1977

Authorization No. 1

Survey Prefix 531-1932 (Assigned by Salem office)

Description of termini, route, length, etc.: Pierce Lane Crossing of the Grande Ronde River.

NOTE: This prefix replaces prefix 531-1429 which is being cancelled.

Purpose of survey: Prepare Plans & Specifications for Bridge replacement.

Estimate of cost:

Design	905	500	
Structural Design	906	5,000	
Utility	914	200	RS-B618(1)
Specifications	921	300	8/2/77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 6,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

E S Hunter
Deputy ~~Assistant~~ State Highway Engineer

SP*19760-734

NOTED
.......OR C. HOLMES

8773 8 2 77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-B618(1)

STATE PROJECT NO.
See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Union
	ITEM NO. 70346	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem,Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Secondary B618 STATE ROUTE NUMBER County Road
	8-2-77	

GENERAL LOCATION:
"Grande Ronde River (Pierce Bridge) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $12,000 - FF $10,296
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 15, 1977 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-831-488

8773

8

July 22, 1977

Union County Court
Courthouse
La Grande, OR   97850

MISC. CONTRACTS and
AGREEMENTS No. 6195

Attention: Shirley L. Bolin
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the construction of the Grande Ronde River Bridge Section of Pierce Lane in Union County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

bkr

Attachment

bc: Don Harwell (agreement attached)

8773

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 22, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Grande Ronde River (Pierce Bridge)
Pierce Lane
Union County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
B. L. Gifford

ESH
[illegible] ENGINEER
7-15-77

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 15, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM D. E. Swan
Federal-aid Engineer

SUBJECT Project Data Submission
Item No. 70346
Project No. RS-B618(1)
Grande Ronde River (Pierce Bridge) Sec.
Union County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $12,000 with an obligation of $10,296 in federal funds.

CL:bb

Enc.
cc: W. E. Schwartz (Region 5)
✓M. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

7-15-77

FEDERAL-AID
(PP

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co.Rd. Approx. 3 Mi. E. of La Grande 65	**ADT**	PRESENT DHV 6 40	FUTURE 80 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME		
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERA B61	

ESTIMATED PROJEC

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.02	12,000	10,296
5					**ROW**					
5					**CONST** (CODE) X080		"Grande Ronde Riv. (Pierce Bridge) Section"	0.02	182,000	156,156

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.02	194,000	166,452
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

77

65	**ADT**	PRESENT DHV 6 40	FUTURE 80 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)
APPN CODE 075 (4) (9)	ITEM NO. 70346 (14) (18)						

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER B618 7	SEQ. NO. (1) 13	T. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Union	CODE 061 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID B618 (32)	STATE Co.Rd. (36) (37)
U.S. -- (41)		

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.02	12,000	10,296	1,704		
0.02	182,000	156,156	12,922	12,922 (Co.)	ROW-60' Maximum; Access Control-None; Parking Restrictions-None.
0.02 (18)	194,000 (23)	166,452 (24) (33)	14,626	12,922 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P6

GRANDE RONDE RIVER (PIERCE BRIDGE) SECTION
PROJECT NO. RS-B618(1)

Existing Facilities:

Roadway: Two 10-foot A.C. surface travel lanes with 4-foot shldrs.

Structure: Pierce Bridge #10861; single span steel truss 130 feet in length with 16-foot horizontal clearance.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Remove existing structure and construct 130-foot prestressed concrete bridge with a 28-foot roadway and furnish guardrail. County will construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 5, 1977.

FHPM 4-1-4 Requirements:

(a) State Clearinghouse -- Exempt from A-95 review under working agreement.

(b) District 13 Clearinghouse -- It is our contention that this is a quasi-Clearinghouse, for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public works involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requir

Public Hearin

Location/Des

NOTE: This project

drs.
t in

on-
unty

on

is
epre-
have
r
ed is

, as
traffic
anning

FHPM 7-7-5 Requirements:

Public Hearings -- Not required under Oregon Action Plan.

Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8773

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 5, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon Project RS-B618(-)
PROJECT ASSESSMENT
Grande Ronde River (Pierce Bridge)
Union County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 21, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green

cc:
OSHD (Potter)
OSHD (Region 5, Kennedy)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
~~[illegible]~~
Orig to
FOR
Info Inves R/D D/R Sign Act File

8773

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 27, 1977

The Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Grande Ronde River Bridge, Pierce Lane, FAS B618

Your proposed project concerning replacement of the Grande Ronde River Bridge on Pierce Lane was approved by the Transportation Commission on June 21, 1977.

Our Program Management Section has initiated action to proceed with programming of the project along guidelines required by the Oregon Action Plan for Transportation Planning.

Allowing normal time frames for programming, it is expected preliminary engineering will be approved about the middle of September.

Do not hesitate to call if you have any questions.

Sincerely,

R C Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosure

cc Alvin Campbell
Gerald Wimer
J. A. Schlieski

NOTED

Form 81-734-3123

8773

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

UNION COUNTY
Proposed FAS-C Project

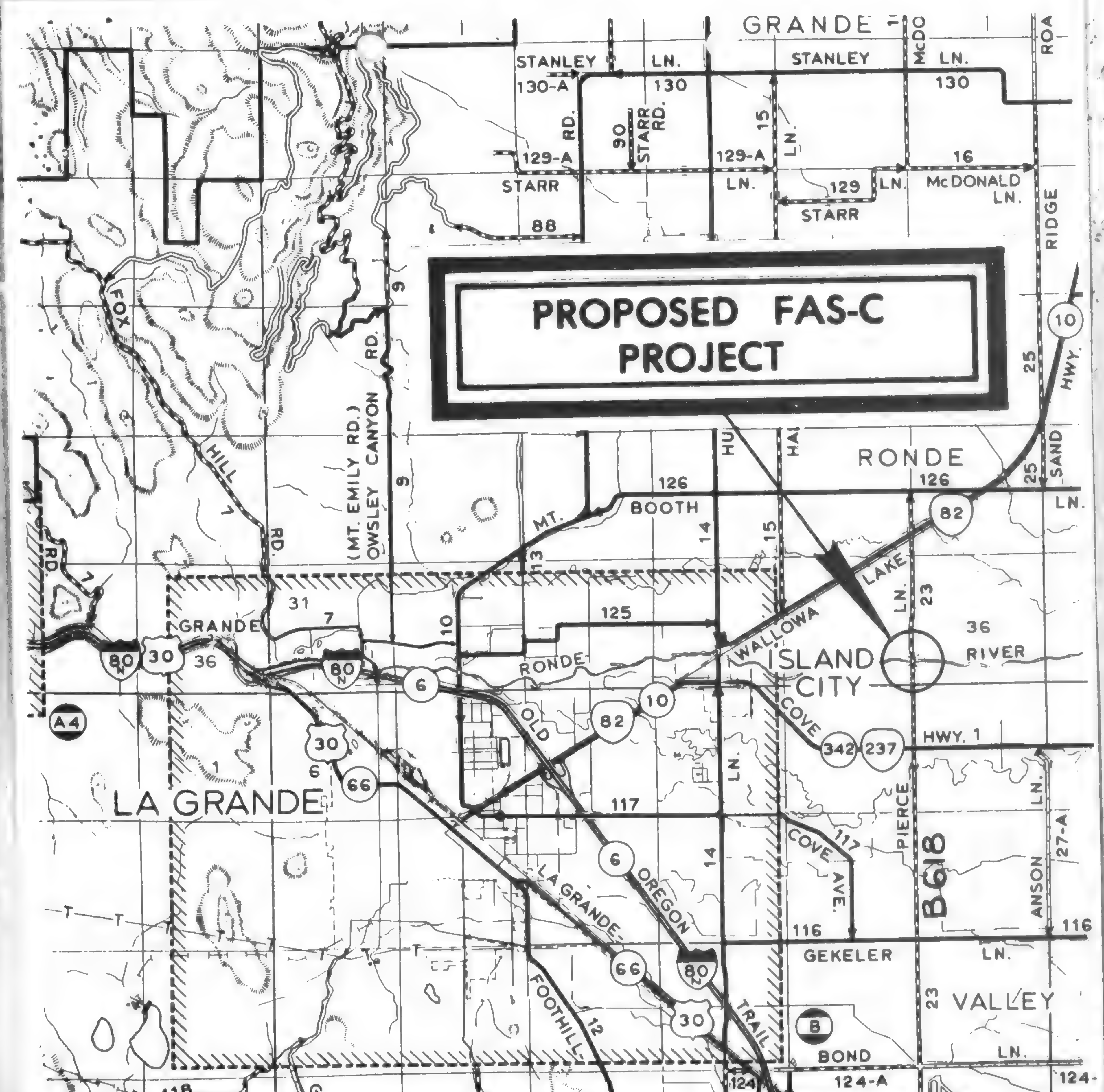
Grande Ronde River Bridge
Pierce Lane, FAS B618
Structure
$182,000

This project consists of replacing an existing deficient bridge on Pierce Lane with a prestressed concrete structure. The structure will be approximately 130 feet in length and provide a 32-foot clear width.

State will perform preliminary and construction engineering.

County will construct approaches and install guardrail furnished by the contract, and sign and strip the project upon completion.

77-a
6/6/77



PROPOSED FAS-C PROJECT

3773

4/25/77

Bob Prange

Union County's first choice of financing is FAS — they would be pressed under SBR —
As stated the survey was performed because they wanted to show dollars under SBR -

Roger

PROJECT MANAGEMENT

APR 27 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

Called R. Lang 5/24 an told him that we were still carrying Pierce Ln. Bridge as FAS-C.

8773

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 17, 1977
Salem, Oregon

Rod Henry

FROM: Rod Henry
for J.B. Boyd, R/W Engineer

SUBJECT: Right of Way Status
Federal-Aid Projects

TO: L.W. Ruilien
Project Management Engineer

The following projects have been inspected by our Regional R/W personnel. To the best of my knowledge the following statements are correct with regard to the rights of way on the following projects.

No additional rights of way were required for the following:

	Grande Ronde River (Pierce Lane) Bridge, Union County ✓
M4680(1) & M4755(1)	Cherry St.-Wallowa Lake Hwy., Union County
	Hazel St. Improvement, City of Jefferson, Marion County
	N. 3rd St., City of Rockaway, Oregon Coast Hwy. to N. "F" St., Tillamook County
1977 SCA	Chocktoot (R.R. R/W to 1st St.) & 1st St. (Schonchin to 2nd St.), City of Chiloquin, Klamath County

Additional R/W was acquired in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on the following projects:

OS-1000(1)	S. Umpqua River (Gazley Rd.) Bridge Section, Douglas County ✓

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unity. These will be certified separately by the Utility Engineer.

RH:DJL:lcs
cc: R.L. Schroeder
V.E. Skoog
J.E. Chidsey
D.A. Ridings
R.R. Lowe
C.J. Mathias
each project file

PROJECT MANAGEMENT
MAR 18 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

✓

NOTED
MAINOR C. HOLMES

9173 9-21-77

**** LOCATION NARRATIVE REPORT ****

Subject: Grande Ronde River (Pierce Lane) Bridge
FAS B-618
Union County

Work to be done: Bridge Reconstruction
Minor alignment changes

The proposed project is the reconstruction of an existing bridge approximately 1½ miles east of Island City along the Grande Ronde River at Pierce Lane. The county's long range plan is to improve this FAS route from the interstate 80N freeway to the Wallowa Lake Highway. This improvement would relieve traffic conditions through Island City.

Existing Structure: 130' steel truss supported on concrete abutments, with 20' timber approach spans. Plans for the existing structure indicate concrete footings on the abutments and timber piling on the end bents. No "As Constructed" plans were found in the field. It appears that the south abutment was founded at elevation 2700+/-, based on old forms and apparent top of footing - see photos. The north abutment is well protected and could have been founded at the same elevation. Both abutments are normal to the structure and in good alignment with the present channel.

Discussions with Alvin Campbell, Union County Roadmaster, revealed the following. There has been a problem with icefloes in this part of the river. The existing structure has not contributed to the problem and the county prefers to maintain the existing 130' clear span opening. Bank erosion is a problem in areas where all vegetation has been destroyed by farming practices. The county would prefer to use solid concrete abutments in lieu of end pile bents.

In the 1964 flood Pierce Lane was under water - estimated highwater elevation is 2711 (approximately One foot over the road at "P" 15 +/-).

Proposed Structure: The County's request is for a 28' roadway; 130' clear span; supported on concrete abutments. The finish grade should be about 2717. This could be raised one to two feet if necessary to maintain a suitable vertical clearance. We hope to maintain the bottom of the new structure at or above 2711. Any flooding would be relieved by flowing over the adjacent fields and the road approaches.

Proposed Structure Cont:

We have considered two structures:

1.) 125'/130' prestressed bulb-tee with a poured in place concrete deck; supported on concrete abutments on steel piling. This structure has the advantages of a clear span and an improved opening with the vertical abutments. The only disadvantage is the vertical problem - raising the road grade, etc.

2.) 2 - 60'/65' prestressed slab spans supported on concrete abutments on piling and a center pile bent. The advantages are a monetary savings; improved opening with vertical abutments; and increased vertical clearance over the clear span structure. The only disadvantage is the bent in the channel. The county still prefers the clear span.

Recommended Structure:

The structure that seems most suitable is our proposal #1.

Channel Work:

There will be no channel work other than that necessary to complete the concrete abutments.

Structure Skew:

There appears to be no advantage to skewing the structure. The existing abutments are normal to the roadway and appear to be in good alignment with the present channel.

Alignment Revision:

Horizontal alignment - as can be noted the existing structure and road approaches are encroaching on the easterly R/W line. We plan to center the new structure in the 60' R/W.

Vertical alignment - will be substantially the same using the north approach for the control.

Structure Waterway:

The existing waterway appears to have been generally adequate for the drainage area involved. With the county's request for a 130' clear span on concrete abutments the effective waterway opening will be increased. I would guess that the hydraulics study for the new Island City bridge over the Grande Ronde River would also relate to this project. There is an old water gage on the Pierce Lane Br. and the Peach Lane Br., however the Corps of Engineers does not presently maintain the gages. Apparently the nearest gaging station is at Ordel - Grande Ronde River @ La Grande #1331.90 - maintained by the Geological Survey Water Branch.

In reviewing the waterway opening on the next structure downstream - the Peach Lane Br. - the county advises me that they had not seen that structure under water - see our photos and x-sections.

The next bridge upstream - the Island City Br. hasn't been in any high water todate - see our photos and x-sections.

Foundation: Based on the old plans the existing structure is apparently founded on concrete footings at the abutments and driven piling at the end bents. We have assumed foundation material similar to that found at the Island City Br. # 4821A. Test holes have been staked and the foundation drilling may be completed the week of February 21.

Scour: No indication that scour is a real problem.

Erosion: As can be seen in the project photos there is an erosion problem along the river. I would attribute the exposing of the south abutment to erosion of the river channel and partial placement of riprap protection. Supporting the new structure on concrete abutments with wingwalls would appear to relieve the erosion problem at the structure.

Drift: In reviewing the site and the drainage area, drift does not appear to be a problem. With the county's request for a clear span and maintaining the proper vertical clearance there should not be a problem with the new structure.

Icefloes: This river has icefloes generally every year - but there is no definite problem attributed to this structure. Maintaining the clear span should prevent any possible problem.

Riprap: There is some existing riprap at the south abutment of the existing structure. We have planned no riprap on the new structure. If the existing riprap can be salvaged - the county can replace it around the abutments as necessary.

Detour: There will be no detour provided for the public. The county will close the road and provide necessary detour signing, etc.

Right-of-way: No new right-of-way will be required. All construction will be accomplished within the existing 60' R/W.

Minorities: No minorities have been identified within this location survey. There is no feasible alternate to this route, only closing the road.

Irrigation Facilities: No irrigation facilities were noted within this location survey.

Utilities: There presently is no utility in the vicinity of the project.

Structure Utility Holes: No utility provisions are required on this structure.

Drainage Area: Refer to the following quadrangle sheets - Hilgard, Oregon; La Grande SE, Oregon; and Conley, Oregon.

Guardrail:	Guardrail will be required on all four corners of the new structure. There currently is a farm access at each corner of the existing bridge that follows the top of the river bank. These points of access can be moved by the County when they complete the new approaches. We'd recommend approximately 25' of rail on each corner. The rail is to be furnished by the contractor and stockpiled at the Union County Shops near Island City. The guardrail will be installed by the County.
Material Source:	No material source is being designated since the County will complete all the roadwork and the placement of any needed riprap.
Game Commission:	The Oregon Department of Fish and Wildlife recommends that construction be restricted to the period between July 1 and November 15. Where excavation falls in the free-flowing stream, the work shall be isolated from the stream by berms, cofferdams, or cribs. Dewater from excavations shall not be allowed to enter the stream but shall be pumped into suitable settling basins or into adjacent roadside ditches where suitable.
Structure Upstream:	The first highway structure upstream is the new structure at Island City. We have included a stream profile, and channel x-sections at this bridge. The hydraulics study for this structure should relate to the present project.
Structure Downstream:	The next structure down stream is the Peach Lane crossing. We have included notes on the waterway opening and several x-sections of the river channel.
Work to be done by county:	The County plans to complete the following portions of the work: 1.) County will complete all roadwork including embankment, aggregate base, and leveling course. 2.) County will install guardrail on bridge ends. 3.) County will place any required riprap.
Cost Estimate:	We have included Location Cost Estimate and Quantity Summary for each proposed structure.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION:

Alvin Campbell	Union County Roadmaster Rte. 1 Box 1676 La Grande, Oregon 97850	Phone: 963-4196
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
Ron Barrett	Corp of Engineers Walla Walla, Washington	509-525-5500
Wilmer Eicher	Geological Survey Surface Water Branch La Grande	963-3560

Joseph A. Schlieski
Resident Engineer

130 Ft. Clear Span

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Grande Ronde River Br. UNIT OR PART Pierce Lane Sheet 1

HIGHWAY FAS-C B618 PREFIX 531-1429 COUNTY Union

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRIC
1		Temporary Protection	All	100%	
2		Bridge Removal	All	100%	
3		Structure Excavation	315	Cu. Yd.	$8.00
4		Shoring & Cribbing	All	100%	
5		Furnish HP 10 X 42 Steel Piling	Lin. Ft	600	$10.0
6		Drive Steel Pile	Each	20	$225.
7		Splice Steel Pile	Each	10	$50.0
8		Structural Concrete Class 3500	Cu. Yd.	165	$155
9		Structural Concrete Class 4000	Cu. Yd.	130	$175.
10		125'/130' Bulb Tee Prestr. Beams	Each	5	$800
11		Reinforcement			
12		Metal Rail	Lin. Ft.	250	$25.0
13		Guardrail in Stockpile	Lin. Ft.	100	$9.00
		Total Contract Cost			
		Contingencies @ 4½%			
		Engineering @ 8%			
		Total Cost			

130 Ft. Clear Span

TION COST ESTIMATE AND QUANTITY SUMMARY

onde River Br. UNIT OR PART Pierce Lane Sheet 1 of 2
18 PREFIX 531-1429 COUNTY Union

ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
Temporary Protection	All	100%		$500.00
Bridge Removal	All	100%		$7,500.00
Structure Excavation	315	Cu. Yd.	$8.00	$2,520.00
Shoring & Cribbing	All	100%		$7,500.00
Furnish HP 10 X 42 Steel Piling	Lin. Ft	800	$10.00	$8,000.00
Drive Steel Pile	Each	20	$225.00	$4,500.00
Splice Steel Pile	Each	10	$50.00	$500.00
Structural Concrete Class 3500	Cu. Yd.	165	$155.00	$25,575.00
Structural Concrete Class 4000	Cu. Yd.	130	$175.00	$22,750.00
125'/130' Bulb Tee Prestr. Beams	Each	5	$8000.00	$40,000.00
Reinforcement				$22,460.00
Metal Rail	Lin. Ft.	250	$25.00	$6250.00
Guardrail in Stockpile	Lin. Ft.	100	$9.00	$900.00
Total Contract Cost				$148,955.00
Contingencies @ 4½%				$6,703.00
Engineering @ 8%				$11,916.00
Total Cost				$176,574.00

Two 65' Sl

LOCATION COST ESTIMATE AND QUANTITY S

SECTION Grande Ronde River Br. UNIT OR PART Pierce Lane

HIGHWAY FAS-C B618 PREFIX 531-1429 COUNT

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTA QUANT
1		Temporary Protection	All	100%
2		Bridge Removal	All	100%
3		Structure Excavation	Cu. Yd.	351
4		Shoring & Cribbing	All	
5		Furnish HP 10 X 42 Steel Piling	Lin. Ft.	720
6		Drive Steel Pile	Each	18
7		Splice Steel Pile	Each	8
8		Structural Concrete Class 3300	Cu. Yd.	160
9		60'/65' Prestressed Slabs	Each	14
10		Reinforcement		
11		Metal Rail	Lin. Ft.	250
12		Guardrail in Stockpile	Lin. Ft.	100
		Total Contract Cost		
		Contingencies @ 4½%		
		Engineering @ 8 %		
		Total Cost		

Two 65' Slab Spans

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

ON Grande Ronde River Br. UNIT OR PART Pierce Lane Sheet 2 of 2
AY FAS-C B618 PREFIX 531-1429 COUNTY Union

SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
	Temporary Protection	All	100%		$500.00
	Bridge Removal	All	100%		$7,500.00
	Structure Excavation	Cu. Yd.	351	$8,00	$2,808.00
	Shoring & Cribbing	All			$8,500.00
	Furnish HP 10 X 42 Steel Piling	Lin. Ft.	720	$10.00	$7,200.00
	Drive Steel Pile	Each	18	$225.00	$4,050.00
	Splice Steel Pile	Each	8	$50.00	$400.00
	Structural Concrete Class 3300	Cu. Yd.	160	$155.00	$24,800.00
	60'/65' Prestressed Slabs	Each	14	$3000.00	$42,000.00
	Reinforcement				$11,526.00
	Metal Rail	Lin. Ft.	250	$25.00	$6250.00
	Guardrail in Stockpile	Lin. Ft.	100	$9.00	$900.00
	Total Contract Cost				$116,434.00
	Contingencies @ 4½%				$5,240.00
	Engineering @ 8 %				$9,315.00
	Total Cost				$130,989.00

8773

2-17-77

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. ____________
Project Name Grande Ronde River (Pierce Lane) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 17 day of FEB, 1977

County of Union

County Judge/Chairman

Harold Schwabe
Commissioner

Ralph Robinson
Commissioner

c.c. J. B. Boyd
DE Swan
Jim Chidsey
C. T. Keasey

Instructions: Complete A or B and C.
R/W File No. ____________

8773

fas B-618
Union Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 20, 1977

FILE:

Roger C Lang

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

SALEM

SUBJECT: Proposed FAS-C Project
Grande Ronde River (Pierce Lane) Bridge
FAS B618
Union County

Attached is Project Application and Environmental Assessment submitted by Union County for the above subject project.

The application and assessment have been reviewed by the Region and appear to be in order. An Authority for Survey showing anticipated field costs by the Highway Division is enclosed.

According to the A.O.C. formula, Union County is 24th on the priority listing for project funding. Union County wishes to submit the application at this time rather than waiting until March 1 as defined in your letter of December 8, 1976.

Please advise if further information is needed in order to place the project in line for funding.

Assessment sent to Potter 3/7/77

Field Data Rec'd 3/4/77

Returned to Carstensen 3/4/77

No money

PE - STATE funds

RCL/dlm
Attachments

cc: Judge Earle C. Misener
Alvin Campbell
Verne Allen w/ attach.
J. A. Schlieski
Verne Moore
Harlin Gerlach

MAINOR - GARY!
Review and Hold
For '77 appropriation.

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Hopkins
Harwell ✓
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

Form 81-734-3030 8773

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Grande Ronde River (Pierce Lane) Bridge

Date January 20, 1977

Highway FAS-C B618

Authorization No. 1

County Union

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

Pierce Lane crossing of Grande Ronde River.

Field 901	$4,500
Utility 914	500
Foundation 926	2,500

Purpose of survey:

Prepare plans, specifications and estimate of costs.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $............

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by: G. C. Lang

Regional Federal Aid [redacted] Engineer

Recommended for Approval: Dale Allen

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

FEDERAL AID PROJECT REQUEST

8773

D 1-5--77

Applicant Agency UNION COUNTY ROAD DEPARTMENT
Request for: Off-System____, FAS-C x, FAUS____ Project
Federal Aid Route No. B-618 **Route Name** Pierce Lane
Project Name ~~Pierce Lane River Bridge~~ Grande Ronde River (Pierce Ln) Br.

Project Length 130' **Project Location (Attach sketch map)**
Project Description Construct prestressed and reinforced concrete structure approaches and guard rail

Average Daily Traffic 40 **Design Speed** 50 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 28' **Travel Lanes** Two **Shoulders** 2'
Medians None **Parking** None
Sidewalks None
Remarks Present bridge has five ton load limit existing ADT at Wallowa Lake Hiwayis 310 at Cove Hiway 190

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' **Travel Lanes** 2 - 10' **Shoulders** 4'
Medians None **Parking** None
Curbed No **Length Curb Radii**
Sidewalk/Bikeway No
Remarks Sidewalk/Bikepath use would not justify construction.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60' **Minimum** 60' **Maximum** 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No XX

3. Will additional right-of-way be needed? Yes____ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Pierce Lane Milepost 6.57 B-618

Type Steel Truss

Approach Roadway Width 28' Shoulder Width 2'

Length 130' One span Width 16'

To remain in place? Will be taken out, new bridge will be in same location.

2. **Proposed Structure:**

Location Pierce Lane Milepost 6.57 B-618
Crossing Grande Ronde River

Approximate Size: Length 130' Width 28'

Are sidewalk/bikeways desired: No, use would not justify cost

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Have some problems with ice jams in this area

Remarks One span bridge would be best, but no more than one peer in channel

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No xx

Name of Railroad None

Existing Crossing Protection ______

2. Will existing railfoad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Earle C. Misener, County Judge Office
2.	Environmental	Earle C. Misener, County Judge Office
3.	Public Hearing	Earle C. Misener, County Judge Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State xx Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State xx Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes xx No__________

If "yes," describe briefly: County construct approaches and install guard rail

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	180,000
Railroad	0
Other Furnish guard rail	1,800
Preliminary engineering	(12,000)
PROJECT TOTAL	$ 193,800.

Remarks County to receive pile cut-offs

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or __________ COUNTY

By__________ By__________

By__________ By__________

By__________

Form E-106
SP*52488-734

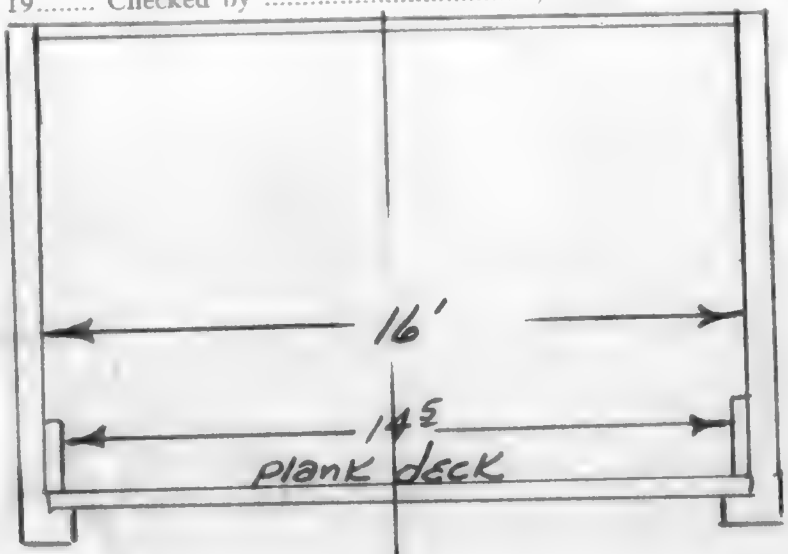
Job No. ....
Sheet ...... of ...... Sheets

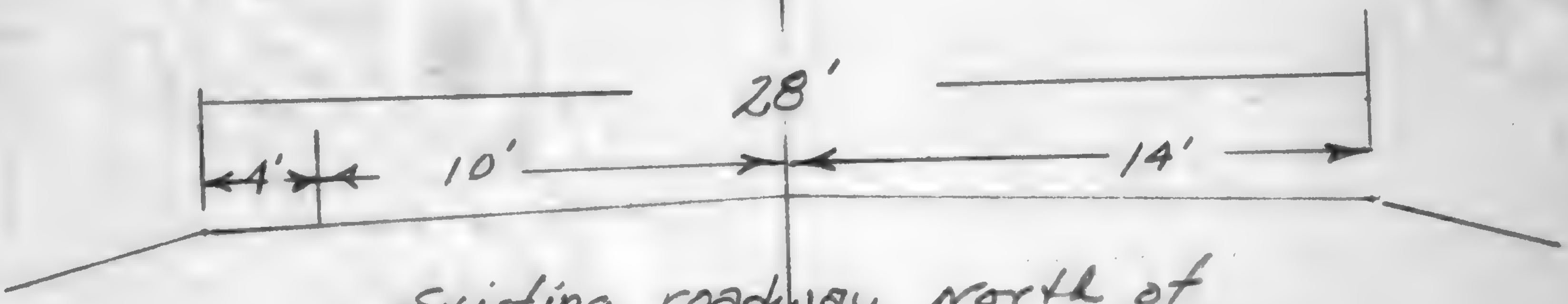
OREGON STATE HIGHWAY DIVISION

Calculations for ....

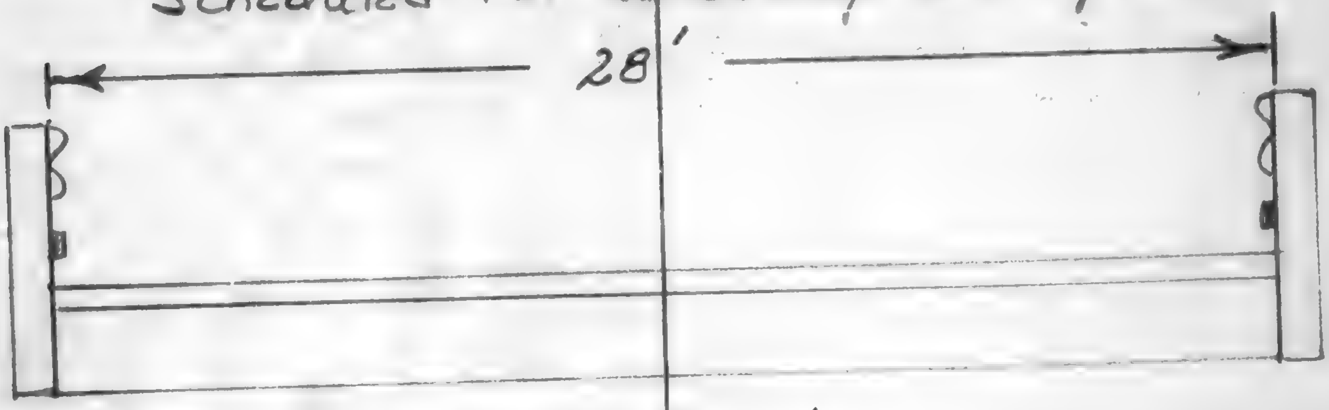
Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Existing steel truss structure

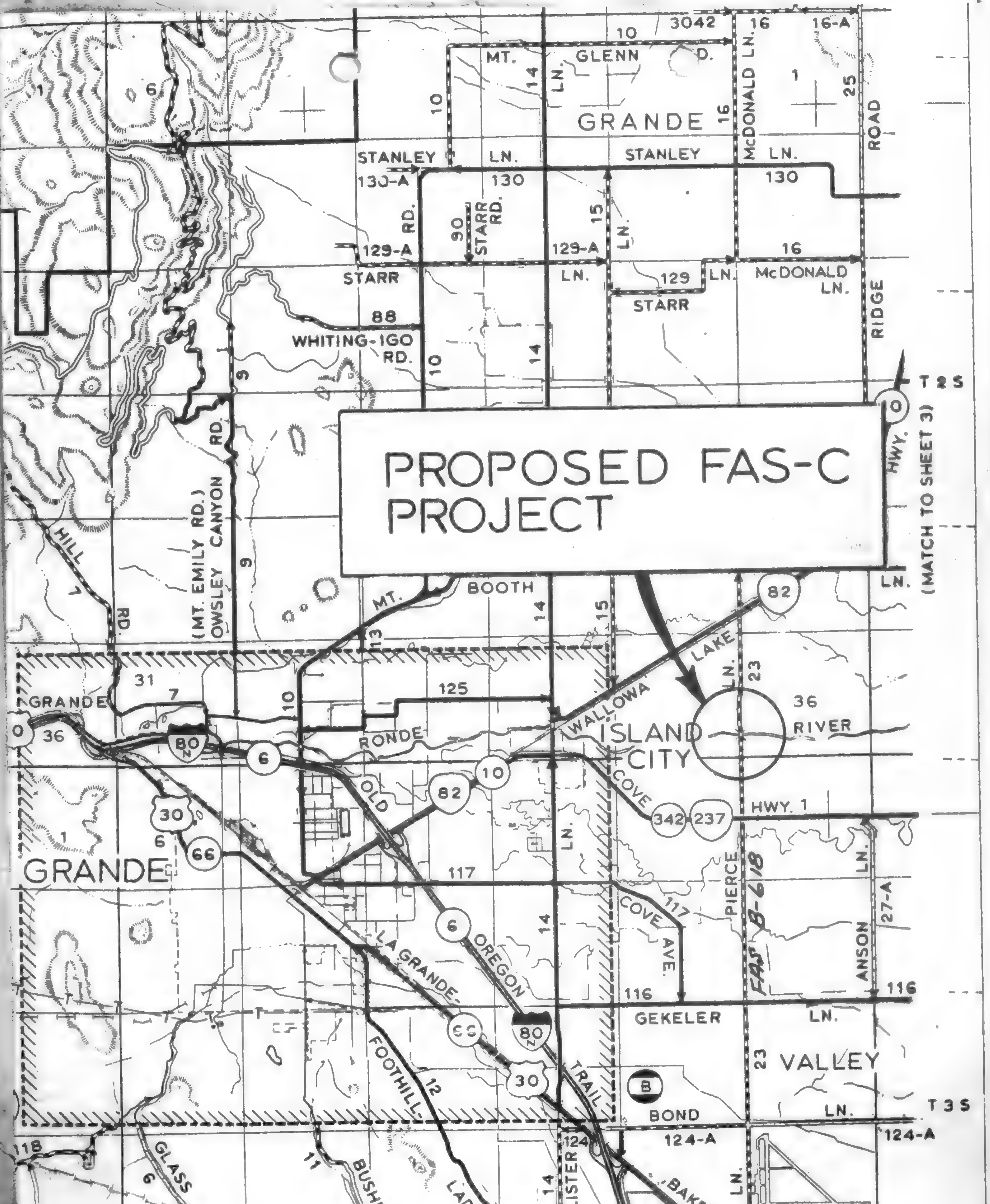




Existing roadway North of bridge, roadway south of bridge scheduled for widening this year.



Proposed typical for bridge
prestressed conc. beam with poured deck



PROPOSED FAS-C PROJECT

8773

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

Hopkins____
Harwell____
Holmes____
Prange____
Unrein____

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 1-5-77
Section (Pierce Bridge) Grande Ronde River
Unit (if appl)____
County Union
City LaGrande
Highway Pierce Lane
FAS ~~State Hwy~~. No. B-618
Termini: M.P.(if appl) 6.57 at Bridge
Length 130' One span 2-20' Approx.
Region 5
Construction Estimate ~~180,000.~~ 193,800.00
Program Amount

B. Purpose of Project:

To replace obsolete steel bridge, will not carry tonnage for present day traffic. Lots of grain trucks would use this bridge during harvest, heavy farm machinery of all kinds. This road would carry lots more traffic with a new bridge. It would relieve the heavy traffic from passing through Island City and reduce energy consumption

C. Origin & History of Project:

Union County Court and Roadmaster have reviewed the project and determined the project is needed to adequately meet the needs of County Transportation Planning.

D. General Description of Project:

To Construct structure (prestressed concrete or in place) approaches and guard rail.

Alignment: New____ Existing xx Combined____

Typical Section: Existing: No. Lanes 2; Med.____; Shldrs. xx; Parking____
Proposed: No. Lanes 2; Med.____; Shldrs. xx; Parking____

Traffic: Existing Facility: Existing ADT 40; Projected ADT 300; Yr.____
Existing Level of Service Vehicles under 5 Ton single lane

Proposed Facility: Projected ADT 300; Yr. 1980
Projected Level of Service 50 Years

Right of Way: Additional anticipated ____x; if yes, give approx. No. Parcels________
~~Yes~~, No

Acres________; Type of Relocation Req.__________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials required will be obtained from existing sources, no waste problems anticipated.

Type of Structure(s):

Reinforced Concrete

Brief Description of River or Stream and Type of Involvement, if any:

Crossing of Grande Ronde River which has slight grade at this point, clear span will not conflict with flow. This section of the river is, by definition, navigable. Construction activities must be permitted by Section 404 permit.

Local City, County or COG priorities of project:

County priority

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No alternate locations, alternative d esign would be 2 or 3 span which would place piers in river possibly compounding ice problem.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the Grande Ronde Valley about 1 1/2 miles down stream from Island City, approximate elevation is 3200 feet gently falling to the north. Some wild life inhabit the area during winter months, water fowl inhabit the area, some anadromous fish may be taken from the stream.

The Oregon Department of Fish and Wildlife recommends that construction be restricted to the period between July 1 and November 15.

2. Cultural:

PROJECT IS LOCATED IN AGRICULTURAL AREA with industrial area 1 mile north.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Increase in volumes anticipated

Consequences--Air Quality, Noise, Safety, etc.:

Increase in air and noise pollution will not exceed allowable limits. Safety will be improved as existing structure is narrow and will not carry modern day loads.

3. Estimated Impact on Land Use:

None, existing zoning laws govern land use in this area.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Will not conflict

b. Noise Standards

Will not exceed allowable limits

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

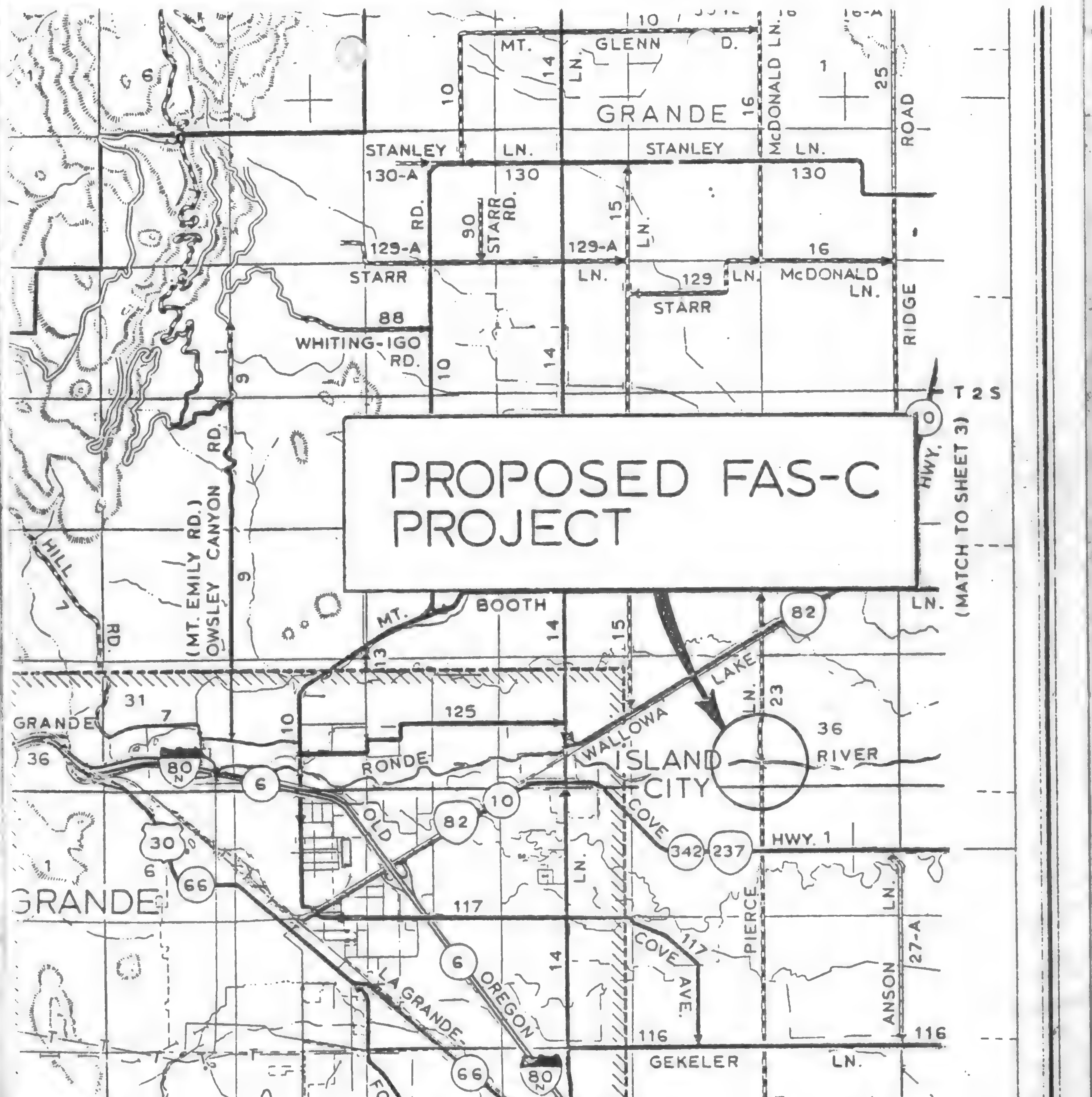
------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No R/W involved . Upgrading structure to meed requirements of major collector, FAS Route

---

D. Recommended Project Category: _____ 1 _____ 2 __xx__ 3 _____ 4



PROPOSED FAS-C PROJECT

Form E-30 (Rev. 9-71)

fas B-618
Union Co

8773

OREGON STATE HIGHWAY ISION

AUTHORITY FOR JRVEY

Section Grande Ronde River (Pierce Lane)Bridge

Highway FAS-C B618

County Union

Date Jan. 31 ,1977 19

Authorization No. 1

Survey Prefix 531-1429
(Assigned by Salem office)

Description of termini, route, length, etc. Pierce Lane crossing of Grande Ronde River.

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
FEB 14 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey: Prepare Vicinity Map for Bridge replacement

~~SBRP~~
STATE FUNDS

Estimate of cost:

Field	901	4,500
Utility	914	500
Environmental	923	250
Foundation Expl.	926	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total esti d cost of survey $7,750

Previous iorization . . . . . .

Addition thorization requested . . . .

Addition thorization approved (Salem) .

Total all orizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

R nended for Approval:
For F. E. TERPIN
Location Engineer

A ed:
Deputy ~~Assistant~~ State Highway Engineer

SP*23604-734

1978 TV Hwy.-S. Nectarine St. 8774
(Cornelius) Sec. of FAS A678 (10th
& Golf Course Rd) (Gr. & pav.)

C*A 5869	12-2-76
RR 916	3-16-78, 3-21-78
RR 977	4-10-78
RR 957	11-13-78

8774

1843

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

September 9, 1982

Rec'd 9-15-82

RECEIVED
SEP 14 1982
CONTRACT ACCOUNTING

Ken Johnson
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Golf Course Road LID
T.V. Highway to S. Nectarine Street
(Cornelius) Section

Dear Mr. Johnson:

I am writing in response to your final accounting for the subject project #RS-A678(1) and invoice No. 134136. This was a federal aid secondary project with the local share split between Washington County and the City of Cornelius based on the frontage each agency had along the road. Each agency in turn formed a local improvement district to acquire the funds for the local share. We received your final accounting and bill for $6,696.14 in late April, 1982, and have had a number of discussions regarding it. I have been in contact with Harold Reynoldson of your agency in an attempt to resolve some of the questions. The final accounting appears to be in agreement with the construction finance agreement between the State and the County. We are also in agreement with the additional cost for added sidewalk on the project.

NOTED

We do have three major concerns, however: 1) both Cornelius and the County are suprised by the $7,200 time extension figure. Apparently, this was a payment made to the contractor for delay. It possibly had something to do with utility relocation. We would like some additional details as to just what the $7,200 was paid to the contractor for and why. I have contacted Mike Borresen of the County, who was managing the project from our end, with Steve Goodrich, City Manager of Cornelius, and with Jim Cochelle, the Resident Engineer for the State on the job and none of us can recall the matter. Apparently, the Federal Highway Administration did not participate in that figure. Why not? 2) The final accounting indicates $10,547.00 for liquidated damages. Apparently, the contractor's payment was reduced by that amount. It appears FHWA took advantage of the liquidated damages by "participating" in the savings, yet have not participated in the additional expense of the time extension. This seems somewhat inconsistent and we request an explanation. 3) The estimated cost for construction engineering made after the bid opening was $40,269.82. The actual construction engineering cost $63,789.36. This is a significant cost overrun and we request some explanation as to why it occurred.

We will delay processing your invoice until we receive some justification for the increased cost. As I will be leaving county employment in a matter of days, please address your responses to Gerry Wood at this same address and at 648-8645.

NOTED
F. R. GRIFFIN

RECEIVED
SEP 13 1982

Thank you in advance for your help.

Very truly yours,

Jerome J. Morse
Special Project Manager

JJM:ja:2:2
cc: Steve Goodrich, City of Cornelius

X774

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	134135 A
DATE	4-20-82
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CC 82-09
CODE	WASHIBC

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CREDIT DISTRIBUTION

325.00	6,696.14
534-1023-296-00-000	6,696.14
534-1023-297-00-000	(6,696.14)

WASHINGTON COUNTY BOARD OF COMMISSIONERS
150 N First
Hillsboro OR 97123

Attn: Mr Larry Rice - Director of Public Works

DESCRIPTION	TOTAL PRICE
Final Billing: T. V. Hwy. - S Nectarine St (Cornelius) Section	
This is an FAS-C project No. RS-A678(1)	
County Share of Costs	$42,196.14
County Advance Deposit	35,500.00
AMOUNT DUE STATE	$ 6,696.14

110.00

Final

734-1150 (6-81)

8774

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-31-82	CC 82-09		534-1023-297

BILL TO: Code:

Washington County Board of Commissioners
150 N. First
Hillsboro, OR 97123

Attn: Mr. Larry Rice - Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: T.V. Hwy. - S. Nectarine St. (Cornelius) Section			
This is an FAS-C project No. RS-A678(1)			
County Share of Costs			$ 42,196.14
County Advance Deposit			$ 35,500.00
AMOUNT DUE STATE			$ 6,696.14
(Note: Please send copy of itemized statement with Billing)			

Advance Deposit Amount	$ 35,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 27,500.00
Balance	$ 8,000.00
Transfer to Highway Fund	$ 8,000.00
Refund Due	$ - - -
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1856

Amount Due . . . . . $ 6,696.14

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D.E. Swan, P.E.

Form 734-1191 (Rev. 1-79)

SP*35736

8774

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3-31-82

COUNTY Washington **Contract No.** 8774 **Date Completed** Sept. 13, 1979

PROJECT # RS-A678(1) **Section** T.V. Hwy.-S. Nectarine St. (Cornelius) Sec.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor (Fed Part.)		$ 427,801.52
S.F.O. #1 - Washington County-Signing & Striping		2,115.95
Engineering		63,395.54
Liquidated Damages		- 10,547.00
Audit		408.86
E.E.O.		668.14
	TOTAL	$ 483,843.01
Payment to Contractor (non Part.)		$ 450.00
Engineering		98.76
Time Extension		7,200.00
Construction Engineering		295.06
Liquidated Damages		- 53.00
	TOTAL	$ 7,990.82

Federal funds collected $ 415,137.30

County's share is as follows:

½(483,843.01 - 415,137.30 + 295.06) + 7,695.76 = $ 42,196.14

County share of costs	$ 42,196.14
County advance deposit	35,500.00
Amount Due State	$ 6,696.14

Reference: Billing Form CC 82-09

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) FASAG79 (S. 10th Ave. & Golf Course Rd.) Washington County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 27,448.63	PE State Costs
	Construction Type Code 6201 Roadway Sta. 10+46 To Sta. 49+00					
	Final Contract Payment Summary	Lump Sum			427,801.52	
SFO	#1 Washington County to install signing & Striping	All Required			2,115.95	
	Total Participating Construction				$429,917.47	
	Construction Engineering					
	State	All Required			63,395.54	
	Liquidated Damages	Lump Sum			(10,547.00)	
	Total Participating Construction Engineering				$ 52,848.54	
	Misc. Project Cost					
	Audit Expense	All Required			$ 408.86	
	EEO Monitoring Expense	All Required			668.14	
	Total Participating Cost				$ 1,077.00	
	Total Participating Project Cost				$511,291.64	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 450.00	
	Time Extention (Appr)	Lump Sum			7,200.00	Penalty
	Interest on Final Payments	All Required			98.76	
	Construction Engineering	All Required			295.06	
	~~Preliminary Engineering (State)~~	~~All Required~~			~~8.30~~	PE State Costs
	Liquidated Damages	Lump Sum			(53.00)	
	Total Nonparticipating Cost				$ 7,999.12	
	Total Project Cost				$519,290.76	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/21/81.					Extension 106 days
	AMOUNT CARRIED FORWARD					

534-1932

534-1023

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO. RS-A678(1)

VOUCHER PERIOD RS-A678(1)

From: 2/7/77 To: 12/9/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 27,456.93	$ 27,448.63	85.80%	$ 23,550.92	$ 23,550.92	$ 0.00
491,833.83	483,843.01	85.80%	415,137.30	415,137.30	0.00
$519,290.76	$511,291.64	85.80%	$438,688.22	$438,688.22	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		1/15/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO TO DAT
	533	1019	296	00		6,577.07CR	6,577
	533	1019	297	00		6,577.07	6,57
			TOT	00			
			** JOB TOTALS **		**		**
T V HWY-S NECTARINE	CONT NO 8774 * FA PROJ NOS RS 678001 100 RSG 678001						
	534	1023	201	00 P 1			427,80
	534	1023	201	00 N 1			450
	534	1023	203	00 P 1		53.00	10,54
	534	1023	203	00 N 1		53.00CR	7,14
	534	1023	206	00 N 1			9
	534	1023	208	00 N 1		6.72CR	8
	534	1023	270	01 P 1		50.60CR	2,11
	534	1023	296	00 N 9		530.58CR	442,63
	534	1023	297	00 N 9			27,500
	534	1023	298	00 N 9		530.58	415,13
	534	1023	900	00 P 1			62,8
	534	1023	900	00 N 1			29
	534	1023	915	00 P 1		342.36	37
	534	1023	915	01 P 1			3
	534	1023	920	00 P 1			4
	534	1023	921	00 P 1			
	534	1023	927	00 N 1			
	534	1023	948	00 P 1		273.63	27
	534	1023	948	00 N 1		28.80	2
	534	1023	950	00 P 1			17
	534	1023	985	00 P 1			66
			TOT	P1		618.39	483,84
			TOT	N1		30.92CR	8,01
			** JOB TOTALS **		**	587.47 **	491,8
FARMINGTON HWY-RV RD	CONT NO		FA PROJ NOS HES 129001 100				
	534	1054	270	01 P 1		2,229.74	2,4
	534	1054	296	00 N 9		2,228.18CR	2,2
	534	1054	298	00 N 9		2,228.18	2,2
	534	1054	920	00 P 1		16.45	
			TOT	P1		2,246.19	2,4
			** JOB TOTALS **		**	2,246.19 **	2,4
GERMANTOWN RDACORN PAS RD	CONT NO 9357 = FA PROJ NOS HES 663001 100						
	534	1059	201	00 P 1	11.09	51,279.05	51.
	534	1059	204	00 P 1	1,200.00		
	534	1059	206	00 N 1	33.30	33.30	
	534	1059	296	00 N 9	4,670.71CR	58,050.45CR	58,0
	534	1059	297	00 N 9	3,481.31	6,116.08	6,1
	534	1059	298	00 N 9	1,189.40	51,934.37	51,9

```
                                              FEBRUARY 1982          PAGE  285

                                                   FISCAL            GRAND TOTAL      ACTIVE
                                                YEAR TO DATE          TO DATE          REG     END
   PREFIX        FUNCTION   GR  CURRENT MONTH     6,577.07CR          6,577.07CR       81      81
533   1019        296       00                    6,577.07            6,577.07         81      81
533   1019        297       00
                  TOT       00                **                 **                 **
              ** JOB TOTALS **
                                                                                    STATE
CONT NO 8774 * FA PROJ NOS RS  678001 100 RSG 678001                   427,801.52    78      80
    534    1023   201       00 P 1                                        450.00     78      79
    534    1023   201       00 N 1                       53.00        10,547.00CR    79      82
    534    1023   203       00 P 1                       53.00CR       7,147.00      80      82
    534    1023   203       00 N 1                                        98.76      80      80
    534    1023   206       00 N 1                        6.72CR           6.72CR    81      81
    534    1023   208       00 N 1                       50.60CR       2,115.95      79      81
    534    1023   270       01 P 1                      530.58CR     442,637.30CR    78      82
    534    1023   296       00 N 9                                    27,500.00      78      78
    534    1023   297       00 N 9                      530.58       415,137.30      78      82
    534    1023   298       00 N 9                                    62,895.80      78      80
    534    1023   900       00 P 1                                       295.06      78      79
    534    1023   900       00 N 1                      342.36           373.42      79      81
    534    1023   915       00 P 1                                        35.44      81      81
    534    1023   915       01 P 1                                        42.54      78      73
    534    1023   920       00 P 1                                         6.60      79      79
    534    1023   921       00 P 1                                         6.72      79      79
    534    1023   927       00 N 1                      273.63           273.63      81      82
    534    1023   948       00 P 1                       28.80            28.80      82      82
    534    1023   948       00 N 1                                       176.97      79      79
    534    1023   950       00 P 1                                       668.14      78      79
    534    1023   985       00 P 1                      618.39       483,843.01
                  TOT       P1                           30.92CR       8,019.62
                  TOT       N1                **        587.47  **   491,862.63  **
              ** JOB TOTALS **
                                                                                    STATE
CONT NO            FA PROJ NOS HES 129001 100          2,229.74          2,459.31    81      81
    534    1054   270       01 P 1                     2,228.18CR        2,228.18CR  81      81
    534    1054   296       00 N 9                     2,228.18          2,228.18    81      81
    534    1054   298       00 N 9                        16.45             16.45    81      81
    534    1054   920       00 P 1                     2,246.19          2,475.76
                  TOT       P1                **       2,246.19  **      2,475.76  **
              ** JOB TOTALS **
                                                                                    STATE
CONT NO 9357 = FA PROJ NOS HES 663001 100    11.09    51,279.05         51,279.05    81      82
    534    1059   201       00 P 1        1,200.00                                   81      82
    534    1059   204       00 P 1           33.30       33.30             33.30     82      82
    534    1059   206       00 N 1        4,670.71CR  58,050.45CR       58,050.45CR  81      82
    534    1059   296       00 N 9        3,481.31     6,116.08          6,116.08    81      82
    534    1059   297       00 N 9        1,189.40    51,934.37         51,934.37    81      82
    534    1059   298       00 N 9
```

```
TOTAL  TO  DATE  JOB  COST  SUMMARY                                                          FEBRUARY  1982

                                                                                                    FISCAL
DESCRIPTION  OF  JOB  OR  DEPARTMENT          PREFIX           FUNCTION    GR   CURRENT  MONTH    YEAR  TO  DATE
                                           533    1019         296        00                            6,577.07CR
                                           533    1019         297        00                            6,577.07
                                                               TOT        00
                                                           ** JOB  TOTALS **                  **

   T V HWY-S NECTARINE             CONT NO 8774 * FA PROJ NOS RS  678001 100 RSG 678001
                                           534    1023         201        00 P 1
                                           534    1023         201        00 N 1
                                           534    1023         203        00 P 1                           53.00
                                           534    1023         203        00 N 1                           53.00CR
                                           534    1023         206        00 N 1
                                           534    1023         208        00 N 1                            6.72CR
                                           534    1023         270        01 P 1                           50.60CR
                                           534    1023         296        00 N 9                          530.58CR
                                           534    1023         297        00 N 9
                                           534    1023         298        00 N 9                          530.58
                                           534    1023         900        00 P 1
                                           534    1023         900        00 N 1
                                           534    1023         915        00 P 1                          342.36
                                           534    1023         915        01 P 1
                                           534    1023         920        00 P 1
                                           534    1023         921        00 P 1
                                           534    1023         927        00 N 1
                                           534    1023         948        00 P 1                          273.63
                                           534    1023         948        00 N 1                           28.80
                                           534    1023         950        00 P 1
                                           534    1023         985        00 P 1
                                                               TOT        P1                              618.39
                                                               TOT        N1                               30.92CR
                                                           ** JOB  TOTALS **                  **          587.47  **

  FARMINGTON HWY-RV RD             CONT NO          FA PROJ NOS HES 129001 100
                                           534    1054         270        01 P 1                        2,229.74
                                           534    1054         296        00 N 9                        2,228.18CR
                                           534    1054         298        00 N 9                        2,228.18
                                           534    1054         920        00 P 1                           16.45
                                                               TOT        P1                            2,246.19
                                                           ** JOB  TOTALS **                  **        2,246.19  **

  GERMANTOWN RD-CORN FAS RD        CONT NO 9357 = FA PROJ NOS HES 663001 100
                                           534    1059         201        00 P 1          11.09        51,279.05
                                           534    1059         204        00 P 1       1,200.00
                                           534    1059         206        00 N 1          33.30            33.30
                                           534    1059         296        00 N 9       4,670.71CR      58,050.45CR
                                           534    1059         297        00 N 9       3,481.31         6,116.08
                                           534    1059         298        00 N 9       1,189.40        51,934.37
```

```
                                                            FEBRUARY 1982          PAGE  285

                                                                FISCAL          GRAND TOTAL      ACTIVE YRS
NT            PREFIX          FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE       BEG     END
      533    1019        296       00                              6,577.07CR       6,577.07CR    81      81
      533    1019        297       00                              6,577.07         6,577.07      81      81
                         TOT       00
                    ** JOB TOTALS **                   **                  **                **

CONT NO 8774 * FA PROJ NOS RS  678001 100 RSG 678001                                          STATE
      534    1023        201       00 P 1                                     427,801.52      78      80
      534    1023        201       00 N 1                                         450.00      78      79
      534    1023        203       00 P 1                           53.00      10,547.00CR    79      82
      534    1023        203       00 N 1                           53.00CR     7,147.00      80      82
      534    1023        206       00 N 1                                          98.76      80      80
      534    1023        208       00 N 1                            6.72CR         6.72CR    81      81
      534    1023        270       01 P 1                           50.60CR     2,115.95      79      81
      534    1023        296       00 N 9                          530.58CR   442,637.30CR    78      82
      534    1023        297       00 N 9                                      27,500.00      78      78
      534    1023        298       00 N 9                          530.58     415,137.30      78      82
      534    1023        900       00 P 1                                      62,895.80      78      80
      534    1023        900       00 N 1                                         295.06      78      79
      534    1023        915       00 P 1                          342.36         373.42      79      81
      534    1023        915       01 P 1                                          35.44      81      81
      534    1023        920       00 P 1                                          42.54      78      78
      534    1023        921       00 P 1                                           6.60      79      79
      534    1023        927       00 N 1                                           6.72      79      79
      534    1023        948       00 P 1                          273.63         273.63      81      82
      534    1023        948       00 N 1                           28.80          28.80      82      82
      534    1023        950       00 P 1                                         176.97      79      79
      534    1023        985       00 P 1                                         668.14      78      79
                         TOT       P1                              618.39     483,843.01
                         TOT       N1                               30.92CR     8,019.62
                    ** JOB TOTALS **                   **          587.47  **  491,862.63  **

CONT NO            FA PROJ NOS HES 129001 100                                                 STATE
      534    1054        270       01 P 1                        2,229.74       2,459.31      81      81
      534    1054        296       00 N 9                        2,228.18CR     2,228.18CR    81      81
      534    1054        298       00 N 9                        2,228.18       2,228.18      81      81
      534    1054        920       00 P 1                           16.45          16.45      81      81
                         TOT       P1                            2,246.19       2,475.76
                    ** JOB TOTALS **                   **        2,246.19  **   2,475.76  **

CONT NO 9357 = FA PROJ NOS HES 663001 100                                                     STATE
      534    1059        201       00 P 1          11.09        51,279.05     [illegible]     81      82
      534    1059        204       00 P 1       1,200.00                                      81      82
      534    1059        206       00 N 1          33.30            33.30          33.30      82      82
      534    1059        296       00 N 9       4,670.71CR      58,050.45CR    58,050.45CR    81      82
      534    1059        297       00 N 9       3,481.31         6,116.08       6,116.08      81      82
      534    1059        298       00 N 9       1,189.40        51,934.37      51,934.37      81      82
```

```
TC^AL TO DATE JOB COST SUMMARY                                                         FEBRUARY 1982

DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH        FISCAL
                                                                                     YEAR TO DATE

  OERR@N10TH ST (COPNELIUS)     CONT NO        FA PROJ NOS RRS 678001 100
                                    534   1902     905      00 P 1
                                    534   1902     914      00 P 1
                                    534   1902     918      00 P 1
                                    534   1902     980      00 P 1
                                                   TOT      P1
                                              ** JOB TOTALS **              **                 **

  GERMANTOWN R@CORNELIUS P      CONT NO      * FA PROJ NOS HES 663001 100
                                    534   1904     296      00 N 9          39CR         5,464.00CR
                                    534   1904     297      00 N 9          39           2,379.02
                                    534   1904     298      00 N 9                       3,084.98
                                    534   1904     901      00 P 1                         574.18
                                    534   1904     905      00 P 1                         969.47
                                    534   1904     910      00 P 1
                                    534   1904     911      00 P 1                         138.91
                                    534   1904     912      00 P 1                          12.32
                                    534   1904     913      00 P 1
                                    534   1904     914      00 P 1
                                    534   1904     920      00 P 1                         100.09
                                    534   1904     921      00 P 1                         912.94
                                    534   1904     922      00 P 1                          10.12
                                    534   1904     923      00 P 1                         492.45
                                                   TOT      P1                           3,210.48
                                              ** JOB TOTALS **              **           3,210.48 **

 TUALATIN VALLEY HY-S NECTARIN CONT NO       * FA PROJ NOS RS  678001 100
                                    534   1932     296      00 N 9                         384.92CR
                                    534   1932     298      00 N 9                         384.92
                                    534   1932     901      00 P 1
                                    534   1932     901      00 N 1
                                    534   1932     905      00 P 1
                                    534   1932     910      00 P 1
                                    534   1932     911      00 P 1
                                    534   1932     914      00 P 1                         291.78CR
                                    534   1932     918      00 P 1
                                    534   1932     920      CO P 1                          31.90CR
                                    534   1932     921      00 P 1
                                    534   1932     923      00 P 1
                                                   TOT      P1                             323.68CR
                                                   TOT      N1
                                              ** JOB TOTALS **              **             323.68CR**

 LOUSIGNONT CR(TIMBER R)BR      CONT NO        FA PROJ NOS BRS 690001 100
                                    534   1948     296      00 N 9                         381.16CR
```

```
RY                                                            FEBRUARY 1982

                                                                  FISCAL              GRAND TOTA
MENT            PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE            TO DATE

       CONT NO          FA PROJ NOS RRS 678001 100                                                   STATE
           534    1902       905       00 P 1                                            111. [illegible]
           534    1902       914       00 P 1                                            [illegible]
           534    1902       918       00 P 1                                              9. [illegible]
           534    1902       980       00 P 1                                               . 65
                             TOT       P1                                                200. 10
                          ** JOB TOTALS **              **                  **           200. 10  **

       CONT NO        * FA PROJ NOS HES 663001 100                                                   STATE
           534    1904       296       00 N 9           . 39CR       5, 464. 00CR       13, 304. 34CR
           534    1904       297       00 N 9           . 39         2, 379. 02          2, 379. 02
           534    1904       298       00 N 9                        3, 084. 98         10, 925. 32
           534    1904       901       00 P 1                          574. 18           8, 575. 35
           534    1904       905       00 P 1                          969. 47             969. 47
           534    1904       910       00 P 1                                              659. 55
           534    1904       911       00 P 1                          138. 91             226. 53
           534    1904       912       00 P 1                           12. 32              12. 32
           534    1904       913       00 P 1                                               77. 20
           534    1904       914       00 P 1                                               62. 74
           534    1904       920       00 P 1                          100. 09             115. 03
           534    1904       921       00 P 1                          912. 94             912. 94
           534    1904       922       00 P 1                           10. 12              10. 12
           534    1904       923       00 P 1                          492. 45             517. 99
                             TOT       P1                            3, 210. 48         12, 139. 24
                          ** JOB TOTALS **              **           3, 210. 48  **     12, 139. 24  **

  RIN CONT NO         * FA PROJ NOS RS  678001 100                                                   STATE
           534    1932       296       00 N 9                          384. 92CR        23, 550. 92CR
           534    1932       298       00 N 9                          384. 92          23, 550. 92
           534    1932       901       00 P 1                                           17, 740. 82
           534    1932       901       00 N 1                                                8. 30
           534    1932       905       00 P 1                                            6, 825. 21
           534    1932       910       00 P 1                                              855. 66
           534    1932       911       00 P 1                                              387. 18
           534    1932       914       00 P 1                          291. 78CR           808. 74
           534    1932       918       00 P 1                                               10. 83
           534    1932       920       00 P 1                           31. 90CR            85. 52
           534    1932       921       00 P 1                                              712. 01
           534    1932       923       00 P 1                                               22. 66
                             TOT       P1                              323. 68CR        27, 448. 63
                             TOT       N1                                                    8. 30
                          ** JOB TOTALS **              **             323. 68CR**      27, 456. 93  **

       CONT NO          FA PROJ NOS BRS 690001 100                                                   STATE
           534    1948       296       00 N 9                          381. 16CR           381. 16CR
```

802

075

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLA
527-1092	1#	RS -A557-001	132,743.34	155,006.45	154,712.52	85.80	132,743.34	132,743.
527-1947	1#	RS -A557-001	34,102.51	39,846.51	39,746.51	85.80	34,102.51	34,102.
527-2509	1#	RS -A557-001	4,553.65	5,307.28	5,307.28	85.80	4,553.65	4,553.
		PROJ TOTALS	171,399.50	200,160.24	199,766.31		171,399.50	171,399
527-1979	1	RS -A559-001	14,726.00	893.47	788.47	88.18	695.27	68
524-1953	1	RS -A590-001	[illegible]0,835.[illegible]	36,604.77	36,[illegible].02	88.10	31,982.08	30,83
524-2525	1	RS -A590-002	30,852.00	28,753.7[illegible]	28,738.30	88.[illegible]	25,332.8[illegible]	[illegible]
524-1068	1	RS -A590-003	344,310.00	139,373.83	139,354.85	88.18	122,883.11	[illegible]
524-1037	1#	RS -A599-001	509,907.79	578,893.22	578,257.87	88.18	509,907.79	509,907
503-1904	1	RS -A619-001	14,726.00	5,890.54	6,050.02	88.18	5,334.91	5,334
526-1042	1	RS -A662-001	396,098.00	427,989.89	427,989.89	88.18	377,401.49	377,401
526-1954	1	RS -A662-001	47,170.00	31,145.28	33,094.94	85.77	28,385.53	28,385
		PROJ TOTALS	443,268.00	459,135.17	461,084.83		405,787.02	405,78
534-1023	1#	RS -A678-001	415,137.30	491,862.63	483,843.01	85.80	415,137.30	415,13
534-1932	1#	RS -A678-001	23,550.92	27,456.93	27,448.63	85.80	23,550.92	23,550
		PROJ TOTALS	438,688.22	519,319.56	511,291.64		438,688.22	438,68
534-1970	2#	RS -A685-001	44,137.00	45,991.00	45,404.34	85.77	38,943.30	38,9
534-2533	1	RS -A685-002	159,110.00	32,805.38	32,691.30	88.15	28,817.38	28,81
534-1061	1	RS -A685-003	720,588.00	172,600.57	172,581.04	88.18	152,181.96	152,0
[illegible]	[illegible]	RS -A685-[illegible]	[illegible]	65,612.[illegible]	64,807.62	85.77	55,585.50	55,1
[illegible]	[illegible]	RS [illegible]	[illegible]	38,559.[illegible]	[illegible]7,950.02	85.80	32,561.12	[illegible]
536-1284	1	RS -A696-001	[illegible]1,836.00	556,192.[illegible]	555,303.03	88.15	489,499.62	[illegible]
536-1256	1	RS -A696-001	27,899.00	47,825.[illegible]	47,768.42	85.80	40,985.30	[illegible]
536-2511	1	RS -A696-001	21,156.00	27,449.71	27,338.58	85.80	23,456.50	21,1
		PROJ TOTALS	540,941.00	631,467.42	630,410.03		553,941.42	538,6
536-1080	1#	RS -A698-001	311,897.90	357,935.65	353,705.94	88.18	311,897.90	311,8
536-1957	1#	RS -A698-001	32,212.73	33,417.03	37,543.97	85.80	32,212.73	32,2
536-2512	1#	RS -A698-001	16,274.38	18,967.81	18,967.81	85.80	16,274.38	16,2
		PROJ TOTALS	360,385.01	415,320.49	410,217.72		360,385.01	360,3
529-1006	1	RS -A727-002	439,153.00	496,517.66	495,934.54	88.15	437,166.30	437,1

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

GREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
32,743.34	155,006.45	154,712.52	85.80	132,743.34	132,743.34		
34,102.51	39,846.51	39,746.51	85.80	34,102.51	34,102.51		
4,553.65	5,307.28	5,307.28	85.80	4,553.65	4,553.65		
71,399.50	200,160.24	199,766.31		171,399.50	171,399.5[illegible]		
4,726.00	893.47	788.47	88.18	695.27	688.14		
0,835.[illegible]	[illegible]6,604.77	[illegible].02	88.10	31,982.08	[illegible]		
30,852.00	28,753.[illegible]	[illegible],738.30	8[illegible]	25,332.8[illegible]	[illegible]		
344,310.00	139,373.83	139,354.85	88.18	122,883.11	[illegible]		
509,907.79	578,893.22	578,257.87	88.18	509,907.79	509,907.[illegible]		
14,726.00	5,890.54	6,050.02	88.18	5,334.91	5,334.9[illegible]		
396,098.00	427,989.89	427,989.89	88.18	377,401.49	377,401.49		
47,170.00	31,145.28	33,094.94	85.77	28,385.53	28,385.53		
443,268.00	459,135.17	461,084.83		405,787.02	405,787.02		
415,137.30	491,862.63	483,843.01	85.80	415,137.30	415,137.[illegible]		
23,550.92	27,456.93	22,448.63	85.80	23,550.92	23,550.9[illegible]		
438,688.22	519,319.56	511,291.64		438,688.22	438,688.22		
44,137.00	45,991.00	45,404.34	85.77	38,943.30	[illegible]		
159,110.00	32,805.38	32,691.30	88.15	28,817.38	28,817.[illegible]		
720,588.00	172,600.57	172,581.04	88.18	152,181.96	152,[illegible]		
[illegible]	65,612.[illegible]	64,807.62	85.77	55,585.50	[illegible]		
[illegible]	38,553.[illegible]	[illegible],050.02	85.80	32,361.1[illegible]	[illegible]		
491,836.00	556,192.[illegible]	[illegible]5,303.03	88.15	489,439.6[illegible]	[illegible]	136 30 8	
27,899.00	47,825.[illegible]	[illegible]7,768.42	85.80	40,985.30	[illegible]		
21,156.00	[illegible],449.71	27,338.58	85.80	23,456.50	[illegible]		
540,941.00	631,467.42	630,410.03		553,941.42			
311,897.90	35[illegible],935.65	353,705.94	88.18	311,897.90	311,89[illegible]		
32,212.73	33,417.03	37,543.97	85.80	32,212.73	32,212.7[illegible]		
16,274.38	18,967.81	18,967.81	85.80	16,274.38	16,274.[illegible]		
360,385.01	415,320.49	410,217.72		360,385.01	360,385.01		
439,153.00	496,517.66	495,934.54	88.15	437,166.30	437,166.30		

8774

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. SWAN
Program Control Engineer

DATE: March 25, 1982

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: GOLF COURSE RD. (S. 10th CORNELIUS)
RS-A678(1)
Contract No. 8774

Attached is a letter from Jerry Morse in Washington County, in which he is asking for the final costs on this project. I'm sure he'll need total costs including participating and non-participating.

They are anxious to close out the project. Will you do what you can toward getting Jerry the final costs. You can send them direct to Jerry in Washington County or send them to me if you prefer.

Call Marion about
this on 3-30-82
Told final billing is
being made - He will
tell the county
WR

MC/gw
Attachment

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

RS-A678(1)

February 19, 1982

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

~~OE~~ S RE RME RCE RBE
TE RECEIVED RSM
UE [illegible] 23 1982 RSC
SO REGION I RBI
TO

Marion Kraft
Oregon State Highway Division
9002 S.E. McLaughlin
Milwaukie, Oregon 97222

Re: Golf Course Road (South 10th Cornelius)
FAS Project

Dear Marion:

This is just a reminder that I still need some information from someone within the Oregon State Highway Division system regarding the final accounting for the subject project. Construction was completed several years ago and both agencies involved are satisfied with the improvements. The local share of the project cost is to be borne by a local improvement district and we must assess the final costs of the project to that district. Prior to doing this, we must know what the State's final costs are. Please forward this request to the appropriate people as we are anxious to get this project off our books. Thanks for your help.

Very truly yours,

Jerry

Jerry Morse, P.E.
Engineering Division Manager

JM:hs:1:1

Jan. 15, 1982

Susan - x 6565

Cliff Loucks x-6295

Joe

an equal opportunity employer

#8774

STATE COPY

U EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

213

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 12-9-80 8774

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A678(1)	2. COUNTY Washington	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved (1) construction of roadbed grading, plant mix bituminous base and asphalt concrete pavement, and (2) construction of concrete curbs, walks and driveways.

All work was completed September 13, 1979 on the Tualatin Valley Highway - S. Nectarine Street (Cornelius) Section of FAS A678 (S. 10th Avenue and Golf Course Road) in Cornelius.

5. CONTRACTOR'S NAME Baker Rock Crushing Co.	6. CONTRACT AMOUNT $ 434,957.45

7. ***CERTIFICATION:*** *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) D Kessey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR
DEC 19 '80
REFER TO Kessey
FOR
File
Act
Sign
D/R
R/D
Inves
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.73	40	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant, Area Engineer	11. DATE OF INSPECTION 10-18-79

12. IN COMPANY WITH
Jim Cochell, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W N Bryant W. N. Bryant		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12-8-80	17. TITLE Field Operations Engineer	18. DATE 12-9-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

```
TOTAL TO DATE JOB COST SUMMARY                                                    FEBRUARY 1980          PAGE
                                                                                          FISCAL           GRAND
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DA
                                      534     1018       950       00 P 8
                                      534     1018       985       00 P 1
                                      534     1018       985       00 P 8
                                                         TOT          P1        2,321.36        29,543.17        674,5
                                                         TOT          P8            1.15           598.55         29,5
                                                         TOT          N1          276.00         6,389.18          7,8
                                                         TOT          N8                              .36
                                                       ** JOB TOTALS **         2,598.51   **   36,531.26   **   711,9

  T V HWY-S NECTARINE                CONT NO 8774 = FA PROJ NOS RS   678001 100 RSG 678001
                                      534     1023       201       00 P 1       2,068.49        47,744.70        427,8
                                      534     1023       201       00 N 1                          300.00CR         4
                                      534     1023       203       00 P 1                        8,800.00CR      10,6
                                      534     1023       204       00 N 1      20,722.72        18,950.34
                                      534     1023       206       00 N 1          98.76            98.76
                                      534     1023       270       01 P 1         125.16           125.16           2,
                                      534     1023       296       00 N 9         733.30CR      39,991.28CR      435,6
                                      534     1023       297       00 N 9                                         27,5
                                      534     1023       298       00 N 9         733.30        39,991.28        408,1
                                      534     1023       900       00 P 1       1,076.11         8,262.74         58,7
                                      534     1023       900       00 N 1
                                      534     1023       915       00 P 1
                                      534     1023       920       00 P 1
                                      534     1023       921       00 P 1                            6.60
                                      534     1023       927       00 N 1
                                      534     1023       950       00 P 1                                            1
                                      534     1023       985       00 P 1                                            6
                                                         TOT          P1        3,269.76        47,339.20        478,9
                                                         TOT          N1       20,821.48        18,749.10           8
                                                       ** JOB TOTALS **        24,091.24   **   66,088.30   **   479,8
                                                                                                          Bid was $5

  SPRAXING @ SW MCEWAN RD            CONT NO          FA PROJ NOS MG   556001 100
                                      534     1073       263       01 P 1                                            4,5
                                      534     1073       263       02 P 1                                           26,9
                                      534     1073       276       01 P 1                                           31,9
                                      534     1073       296       00 N 9                          100.25CR         31,9
                                      534     1073       298       00 N 9                          100.25
                                      534     1073       900       00 P 1                           38.57              3
                                      534     1073       915       00 P 1                           16.30
                                                         TOT          P1                            54.87         31,9
                                                       ** JOB TOTALS **                    **       54.87   **   31,9

  CO PROJ #1 GUARDRAIL               CONT NO          FA PROJ NOS HHS 00S025 100
                                      534     1094       296       00 N 9                                              5
                                      534     1094       298       00 N 9                                              5
                                      534     1094       900       00 P 1                                              6
```

4-1-80
Told Marion City Ex
478,999.76
408,176.39
2)70,823.37
35,411.71
35,835.67
36,268.25
35,?70.00 Rel. Deposit
1,768.25
$1,000 X

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
534	1018	950	00 P 8			3.22	79	79
534	1018	985	00 P 1			164.89	78	79
534	1018	985	00 P 8			1.12	79	79
		TOT	P1	2,321.36	29,543.17	674,517.67		
		TOT	P8	1.15	598.55	29,571.36		
		TOT	N1	276.00	6,389.18	7,891.42		
		TOT	N8		.36	.66		
		** JOB TOTALS **		2,598.51 **	36,531.26 **	711,981.11 **		
T NO 8774 = FA PROJ NOS RS 678001 100 RSG 678001							STATE	
534	1023	201	00 P 1	2,068.49	47,744.70	427,801.52	78	80
534	1023	201	00 N 1		300.00CR	450.00	78	79
534	1023	203	00 P 1		8,800.00CR	10,600.00CR	79	79
534	1023	204	00 N 1	20,722.72	18,950.34		78	80
534	1023	206	00 N 1	98.76	98.76	98.76	80	80
534	1023	270	01 P 1	125.16	125.16	2,166.55	79	80
534	1023	296	00 N 9	733.30CR	39,991.28CR	435,676.34CR	78	80
534	1023	297	00 N 9			27,500.00	78	78
534	1023	298	00 N 9	733.30	39,991.28	408,176.34	78	80
534	1023	900	00 P 1	1,076.11	8,262.74	58,706.38	78	80
534	1023	900	00 N 1			295.06	78	79
534	1023	915	00 P 1			31.06	79	79
534	1023	920	00 P 1			42.54	78	78
534	1023	921	00 P 1		6.60	6.60	79	79
534	1023	927	00 N 1			6.72	79	79
534	1023	950	00 P 1			176.97	79	79
534	1023	985	00 P 1			668.14	78	79
		TOT	P1	3,269.76	47,339.20	478,999.76		
		TOT	N1	20,821.48	18,749.10	850.54		
		** JOB TOTALS **		24,091.24 **	66,088.30 **	479,850.30 **		
						Bid was $507,847.15		
NT NO		FA PROJ NOS MG 556001 100					STATE	
534	1073	263	01 P 1			41.40	76	76
534	1073	263	02 P 1			4,558.05	76	77
534	1073	276	01 P 1			26,954.27	76	77
534	1073	296	00 N 9		100.25CR	31,974.00CR	76	80
534	1073	298	00 N 9		100.25	31,974.00	76	80
534	1073	900	00 P 1		38.57	83.96	79	79
534	1073	915	00 P 1		16.30	336.33	76	79
		TOT	P1		54.87	31,974.00		
		** JOB TOTALS **		**	54.87 **	31,974.00 **		
NT NO		FA PROJ NOS HHS 00S025 100					STATE	
534	1094	296	00 N 9			579.48CR	77	79
534	1094	298	00 N 9			579.48	77	79
534	1094	900	00 P 1			643.87	77	78

4-1-80
Told Marine City Fx
478,999.76
408,176.34
2/70,823.42
35,411.71
850.54
36,262.25
35,500.00
$762.25
Pd. Deposit
$1,000 x1

1
#5774

March 19, 1980

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

CON 5
#8774

Gentlemen:

A post-final payment for $7,200 will be made to Baker Rock Crushing Co., on Contract No. 8774 for work on the Tualatin Valley Highway-South Nectarine Street (Cornelius) Section of FAS A678 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $424,851.52 including the post-final payment. Of the total $1,128.69 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Baker Rock Crushing Co.
21880 S. W. Farmington Road
Beaverton, OR 97005

C. T. Keasey
Walt Hart
C. O. Fredrickson

8774

February 15, 1980

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
Contract #8774

Gentlemen:

Contract No. 8774 awarded to Baker Rock Crushing Co. for work on the Tualatin Valley Highway-South Nectarine Street (Cornelius) Section of FAS A678 in Washington County was completed on September 13, 1979, and accepted by the State Highway Division on February 12, 1980.

Final payment in the amount of $22,791.21 will be released to the contractor after February 21, 1980. The total contract amount is $417,651.52 including $1,128.69 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Baker Rock Crushing Co.
21880 S.W. Farmington Rd.
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8774

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Hwy - S. Nectarine St. (Cornelius)

WEEK ENDING: 12-22-79

SECTION PREFIX: 534-1023

HIGHWAY: FAS-A678(S. 10thAve/Golf CourseRd)

COUNTY: Washington

NAME OF JOB: TV Hwy. - S. Nectarine St(Cornelius)

KIND OF WORK: Grade/Pave

CONTRACTOR: Baker Rock Crushing Co.

CONTRACT NUMBER: 8774

FEDERAL AID PROJECT NUMBER: RS-A678(1)

DATE OF CONTRACT: 7/11/78

DATE WORK STARTED: 8/15/78

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 120

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 226

PERCENT OF TIME ELAPSED: 188

PROJECT AUTHORIZATION: $507,847.18

EXCLUSIVE OF ENGINEERING: $467,577.36

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $436,472.99

ESTIMATED PERCENT: OVERRUN UNDERRUN 7 %

ENGINEERING AUTHORIZATION: $40,269.82

ENGINEERING COST TO DATE: $54,220.00

PERCENT OF AUTHORIZATION: 135 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 79

DATE PROJECT WAS COMPLETED: 9-13-79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE - Bit.	OIL AND/OR PAVE.	MAT'L. PROD.		B-Mix
100	100	100	100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.73	0.73			0.73
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.73	0.73			0.73
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,330	4,270			4,300
TOTAL QUANTITIES CORRECTED TO DATE	2,970	3,500			4,165
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,970	3,500			4,165
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Cloudy	0		
MONDAY 17	"	0		
TUESDAY 18	"	0		
WEDNESDAY 19	"	0		
THURSDAY 20	"	0		
FRIDAY 21	"	0		
SATURDAY 22		0		

Keasey K RECEIVED Richards
Jackmond Berg
Hopkins DEC 26 1979 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last weekly report. Semi-final is being submitted 12-21-79.

cc: Construction
FHWA
Region
File

SIGNED G. M. Cockrell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8774

ORDER NO. 79-719

PUC CROSSING NO. F-761.60
DOT AAR CROSSING NO. 753 865 J

ENTERED October 15, 1979

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1070

In the Matter of the Application of)
the DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION for the authority,)
pursuant to ORS 763.030, to alter an)
existing railroad-highway grade)
crossing of South 10th Avenue and the)
tracks and right-of-way of Southern)
Pacific Transportation Company, West) ORDER
Side Branch, in Cornelius, Washington)
County, Oregon, by interconnecting)
traffic signals to be installed at)
the adjacent intersection of the)
Tualatin Valley Highway (Baseline)
Street) with existing protective)
devices installed at said crossing.)

On January 9, 1979, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority pursuant to ORS Chapter 763.030, to alter the protection at an existing grade crossing of South 10th Avenue, a street under the jurisdiction of the City of Cornelius, and main track, spur track and right-of-way of Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

Applicant proposes to install traffic signals at the intersection of Tualatin Valley Highway (Baseline Street) and South 10th Avenue which is adjacent to (approximately 130 feet northerly of) the crossing. It is proposed to interconnect the new traffic signals with the existing grade crossing protection devices at the main track crossing of South 10th Avenue. The interconnection will include a train preemption phase in the operation cycle of the traffic signals. A part-time "NO RIGHT TURN" restriction sign at the intersection of Tualatin Valley Highway and South 10th Avenue and a part-time "STOP HERE ON RED LIGHT" restriction sign southerly of the spur track at the crossing are included in the project.

The current grade crossing protection devices installed at the South 10th Avenue crossing consist of two Commissioner's Standard No. 2B cantilevered flashing light signals, each augmented with a Commissioner's Standard No. 4 automatic gate located on each side of the main track, and two Commissioner's Standard No. 1R reflectorized crossbucks located on each side of the house track, which is approximately 60 feet southerly of the main track and is not included in the signalization.

Copies of the application and responses thereto were duly served upon the applicant, Southern Pacific Transportation Company, Washington County, City of Cornelius, and Columbia Regional Association of Governments. No objection by any party has been made to the granting of the application.

Due consideration has been given all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds that the signalization and other protective devices requested herein are required by the public safety, convenience, and welfare.

Based upon the application and files, it is found that the application should be granted on the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the protection at the crossing as requested herein is granted.

2. Applicant shall:

    a. Furnish, install, and maintain traffic signals at the intersection of Tualatin Valley Highway and South 10th Avenue. Said signals shall be interconnected with the existing grade crossing protection devices located at the main track crossing to provide a train pre-emption phase for the signal operation cycle. Said installation shall include a part-time "NO RIGHT TURN" restriction sign, installed at the southeasterly corner of the intersection of South 10th Avenue and Tualatin Valley Highway (Baseline Street), to regulate eastbound vehicular traffic and a part-time "STOP HERE ON RED LIGHT" restriction sign southerly of the spur track on South 10th Avenue to regulate northbound vehicular traffic, and bear all the cost thereof;

b. Reimburse the Southern Pacific Transportation Company for all costs of interconnecting the traffic signals and the grade crossing protection devices.

3. Southern Pacific Transportation Company shall:

   a. Subject to reimbursement as provided herein, provide appropriate interconnection between the existing grade crossing protection devices at the crossing and the new traffic signal installation at the intersection of South 10th Avenue and Tualatin Valley Highway (Baseline Street); and

   b. Maintain the interconnecting circuitry ordered herein and bear all the cost thereof.

4. All previous orders of the Commissioner and provisions thereof which concern or pertain to the construction, maintenance, protective devices, or operation of trains over the South 10th Avenue grade crossing, unless in conflict with the above, shall continue in full force and effect.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective 10/15/79.

JOHN J. LOBDELL
Public Utility Commissioner

kls

8774

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

April 10, 1979

R. A. Engelbert
Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attention R. L. Johnston

RAILROAD COMPANIES
FILE No. 977

Tualatin Valley Highway
(Baseline Street) at 10th Avenue
City of Cornelius
Washington County
ODOT Agreement No. RR-977
F-761.60
SxF 1013

Dear Dick:

Enclosed is Southern Pacific Transportation Company's copy of the fully executed agreement covering the installation of a conduit to allow railroad preemption of a traffic signal at the subject location.

Thank you, Dick, for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosure
bc: G. L. Green w/copy
✓C. W. Head w/original
C. T. Keasey w/copy
J. L. Sollis
J. B. Boyd
V. E. Skoog w/copy
D. E. Swan w/2 copies
E. L. Hardt w/copy
E. Rodriguez w/copy

Q by Boyd
4-10-79

NOTED
C. W. HEAD

on may

5/2/79 noted in agree. book

Form 81-734 3123

8774

State Copy

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-79

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-10-79

Form Approved; O M B No. 04-R2089

State Oregon

County Washington

Project Number RS-A678(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 578,984	$ 528,934
Federal funds	$ 453,824 RS 50,050 RSG	$ 453,824 RS
Other revisions		

This modification is made for the following reasons:

To delete railroad crossing signals & gates and RSG funding.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon   March 29, 1979

Federal Aid Project
No. RS-A678(1)

Tualatin Valley Hwy.-S. Nectarine St. (Cornelius)
FAS A678 (S. 10th Ave. & Golf Course Rd.)
Washington County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 27,000.00
Type Code 6201			
Roadway (Sta. 10+46 to Sta. 49+00)			
Mobilization	All Required		$ 9,500.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	420 Sq. Ft.	4.50	1,890.00
Temporary Barricades	36 Each	150.00	5,400.00
Temporary Plastic Safety Markers	5 Each	100.00	500.00
Flagmen	1,000 Hour	16.00	16,000.00
Clearing and Grubbing	All Required		12,500.00
Removal of Structures & Obstructions	All Required		10,200.00
General Excavation	2,330 Cu. Yd.	8.50	19,805.00
Trench Excavation	2,150 Cu. Yd.	7.00	15,050.00
Finishing Roadbed & Slopes	All Required		4,500.00
Bituminous Base Mixture	4,270 Ton	11.85	50,599.50
Asphalt in Bituminous Base Mixture	235 Ton	95.00	22,325.00
3/4"-0 Aggregate Base	300 Ton	8.50	2,550.00
Class "B" Asphalt Concrete Mixture	4,300 Ton	12.70	54,610.00
Asphalt Cement in Mixture	280 Ton	95.00	26,600.00
Asphalt in Tack Coat	3 Ton	200.00	600.00
Concrete Headwall	All Required		2,400.00
8-inch Sewer Pipe	68 Lin. Ft.	6.25	425.00
10-inch Sewer Pipe	1,004 Lin. Ft.	7.55	7,580.20
15-inch Sewer Pipe	620 Lin. Ft.	11.75	7,285.00
18-inch Sewer Pipe	548 Lin. Ft.	15.40	8,439.20
21-inch Sewer Pipe	972 Lin. Ft.	20.20	19,634.40
24-inch Sewer Pipe	892 Lin. Ft.	26.30	23,459.60
Extra for Pipe Under Pavement	1,007 Lin. Ft.	5.00	5,035.00
3-inch PVC Pipe	300 Lin. Ft.	3.00	900.00
Concrete Manholes	12 Each	850.00	10,200.00
Concrete Inlets, Type CG-1	40 Each	440.00	17,600.00
Concrete Inlets, Type CG-2	1 Each	550.00	550.00
8-inch Drain Pipe	250 Lin. Ft.	9.00	2,250.00
Fiber Filter	265 Sq. Yd.	2.75	728.75
3/4"-1/2" Gravel in Drains	40 Cu. Yd.	12.00	480.00
Concrete Walks	1,770 Sq. Yd.	10.97	19,416.90

Oregon State Highway Division
Salem, Oregon March 29, 1979

Federal Aid Project
No. RS-A678(1)

Concrete Driveways	490 Sq. Yd.	14.31	$ 7,011.90
Concrete Curbs	7,360 Lin. Ft.	4.95	36,432.00
Extra for Asphalt Approaches	27 Each	150.00	4,050.00
Adjusting Inlets	2 Each	250.00	500.00
Adjusting Cleanouts	4 Each	200.00	800.00
			$432,807.45

Anticipated Items		
Railroad Protective Cost	All Required	$ 4,600.00
Permanent Signing (Co. F.)	All Required	3,100.00
Permanent Pavement Striping (Co.F.)	All Required	525.00
Temporary Erosion Control (E.W.)	All Required	200.00
Lower Existing Pipe (Sta. 10+50 to 11+50)	All Required	1,000.00
		$ 9,425.00

Subtotal	$442,232,45
Engineering	59,701.55
Total	$501,934.00

Length of Roadway. . . . . . . 0.73 mile
Cost of Roadway Per Mile . . . $687,580.82

SUMMARY OF FUNDS (85.8%)

Description	Total Costs	Federal Funds	State Funds	County Funds
Preliminary Engineering (RS)	$ 27,000	$ 23,166	$ 3,834	$ --
Roadway (RS)	501,934	430,658	35,638	35,638
Total	$528,934	$453,824	$39,472	$35,638

Group 1 - 100% RS
Contract No. 8774
Prefix 534-1023
Prefix 534-1932

8774

STATE COPY

8

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-83		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	7-14-78	Project Number RS-RSG-A678(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,000	$ 578,984
Federal funds	$ 13,728	$ 503,874
Other revisions		

This modification is made for the following reasons: Increase in PE cost and addition of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of July, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. RS-RSG-A678(1)

Tualatin Valley Hwy.-S. Nectarine St.(Cornelius)
FAS A678 (S. 10th Ave. & Golf Course Rd.)
Washington County

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 27,000.00

Type Code 6201
Roadway (Sta. 10+46 to Sta. 49+00)

Mobilization	All	Required		$ 9,500.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Temporary Signs	420	Sq. Ft.	4.50	1,890.00
Temporary Barricades	36	Each	150.00	5,400.00
Temporary Plastic Safety Markers	5	Each	100.00	500.00
Flagmen	1,000	Hour	16.00	16,000.00
Clearing and Grubbing	All	Required		12,500.00
Removal of Structures and Obstructions	All	Required		10,200.00
General Excavation	2,330	Cu. Yd.	8.50	19,805.00
Trench Excavation	2,150	Cu. Yd.	7.00	15,050.00
Finishing Roadbed and Slopes	All	Required		4,500.00
Bituminous Base Mixture	4,270	Ton	11.85	50,599.50
Asphalt in Bituminous Base Mixture	235	Ton	95.00	22,325.00
3/4"-0 Aggregate Base	300	Ton	8.50	2,550.00
Class "B" Asphalt Concrete Mixture	4,300	Ton	12.70	54,610.00
Asphalt Cement in Mixture	280	Ton	95.00	26,600.00
Asphalt in Tack Coat	3	Ton	200.00	600.00
Concrete Headwall	All	Required		2,400.00
8-inch Sewer Pipe	68	Lin. Ft.	6.25	425.00
10-inch Sewer Pipe	1,004	Lin. Ft.	7.55	7,580.20
15-inch Sewer Pipe	620	Lin. Ft.	11.75	7,285.00
18-inch Sewer Pipe	548	Lin. Ft.	15.40	8,439.20
21-inch Sewer Pipe	972	Lin. Ft.	20.20	19,634.40

24-inch Sewer Pipe	892	Lin. Ft.	26.30	23,459.60
Extra for Pipe Under Pavement	1,007	Lin. Ft.	5.00	5,035.00
3-inch PVC Pipe	300	Lin. Ft.	3.00	900.00
Concrete Manholes	12	Each	850.00	10,200.00
Concrete Inlets, Type CG-1	40	Each	440.00	17,600.00
Concrete Inlets, Type CG-2	1	Each	550.00	550.00
8-inch Drain Pipe	250	Lin. Ft.	9.00	2,250.00
Fiber Filter	265	Sq. Yd.	2.75	728.75
3/4"-1/2" Gravel in Drains	40	Cu. Yd.	12.00	480.00
Concrete Walks	1,770	Sq. Yd.	10.97	19,416.90
Concrete Driveways	490	Sq. Yd.	14.31	7,011.90
Concrete Curbs	7,360	Lin. Ft.	4.95	36,432.00
Extra for Asphalt Approaches	27	Each	150.00	4,050.00
Adjusting Inlets	2	Each	250.00	500.00
Adjusting Cleanouts	4	Each	200.00	800.00
				$432,807.45

Anticipated Items

Railroad Protective cost	All Required		$ 4,600.00
Permanent Signing (Co.F.)	All Required		3,100.00
Permanent Pavement Striping (Co.F.)	All Required		525.00
Temporary Erosion Control (E.W.)	All Required		200.00
Lower Existing Pipe (Sta. 10+50 to 11+50)	All Required		1,000.00
			$ 9,425.00
		Subtotal	$442,232.45
		Engineering	59,701.55
		Total	$501,934.00

Type Code yo18
Railroad Signal Gates

Work by Railroad	All Required	$ 46,990.00
Railroad Cost (Crossing Work)	All Required	3,060.00
		$ 50,050.00

Length of Roadway - - - - - - - - - - - - 0.73 Mi.
Cost of Roadway Per Mile - $687,580.82

Summary of Funds (85.8%)

Description	Total Costs	Federal Funds	State Funds	County Funds
Preliminary Engineering (RS)	$ 27,000	$ 23,166	$ 3,834	$ -
Railroad Signal & Gates (RSG)	50,050	50,050	- -	-
Roadway (RS)	501,934	430,658	35,638	35,638
Total	$578,984	$503,874	$39,472	$35,638

Group 1 100% RS; Group 2 00% RSG.

Contract No. 8774

Prefix 534-1023

Prefix 534-1932

Tualatin Valley Hwy.-S. Nectarine St. (Cornelius)
(Nonparticipating-State Work)

Setting Mailbox Posts	43 Each	50.00	$ 2,150.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-37	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-28-77	STATE Oregon COUNTY Washington PROJECT NO. RS-A678(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. SR8 to SCL (Cornelius)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2/7/77	0.7
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 16,000	FEDERAL FUNDS $ 13,728

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By ____________
(Title)
By ____________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________ *(Division Engineer)*
for: G. L. Green
Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE -over-

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Control of Utilities on this project is contained in State-County agreement approved by the Oregon Transportation Commission on September 28, 1976.

Oregon State Highway Division
Salem, Oregon February 23, 1977

Federal Aid Project
No. RS-A678(1)

TUALATIN VALLEY HWY.-SCL CORNELIUS SECTION

COUNTY ROAD IN WASHINGTON COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$16,000.00
	TOTAL	$16,000.00

Length of Project - - - - - - - - - - - - 0.7 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 16,000.00	$ 13,728.00	$ 2,272.00	$ -
Retain in PS&E				
Contract Work	290,000.00	248,820.00	20,590.00	20,590.00
Retain in Program				
RR Signals	50,000.00	42,900.00	3,550.00	3,550.00
TOTAL	$356,000.00	$305,448.00	$26,412.00	$24,140.00

Group 1 - 100%
Prefix: 534-1932

#8774

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-5-79

FEDERAL AID PROJECT NO. RS-A678(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70326

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Act | File

4-11
orig
to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-9-78

FEDERAL ROUTE NUMBER Secondary A678

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Tualatin Valley Hwy. - SCL Cornelius Section

GENERAL DESCRIPTION OF WORK:

Widening of Railroad Grade Crossing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible]
[illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 28, 1979, you are authorized to proceed with the work necessary to widen the grade crossing as covered by the revised railroad agreement with Southern Pacific Transportation Co., approved by the Highway Division on November 9, 1978 for a TEC of $760 - Federal Funds limited to $651.

DATE 4-5-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8774 .8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RS-A678(1)
STATE ECT NO.	See below
COUNTY NAME	Washington
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	70326

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-11
1979

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | R/D | D R | Sign | Act

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	4-4-79
FEDERAL ROUTE NUMBER	Secondary A676
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Tualatin Valley Hwy. - SCL Cornelius Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
  See Below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 29, 1979, I approve the program change to withdraw joint financing of the subject project as follows:

Appropriation Code:	076
Funds:	$50,000
Prefix Letters:	RSG

DATE	4-5-79
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 29, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Minor Program Change
Project No. RS-A678(1)
Tualatin Valley Hwy.-
SCL Cornelius Section
Washington County

We hereby request your approval of a minor program change to remove the joint financing on the subject project which utilized Rural Secondary (10% Railway-Highway Limitation) funds for the installation of railroad crossing protective devices by Southern Pacific Transportation Company. This change will require the removal of the prefix letters RSG and Appn. Code 076 as well as the release of an obligation of $50,050 in federal funds authorized in your letter of March 10, 1978.

Subsequent to your previous approval and authorization to proceed with the railroad work the County decided not to use federal funds for the installation of the railroad crossing signals and gates and a PUC order has been submitted to accomplish this phase of work by the railroad utilizing PUC, railroad and city funds.

Enclosed are copies of revised project agreement estimates and modification of project agreements covering the deletion of the railroad crossing signals and gates and the RSG funding.

CL:dmc
Enc.
cc: R. Trygstad
H. Reynoldson ✓

8774

8

February 23, 1979

Schwenn, Bradley and Batchelor
Attorneys at Law
139 N.E. Lincoln
Hillsboro, OR 97123

Attention: W. C. Schwenn

Gentlemen:

As requested in your recent letter, we are enclosing a copy of Baker Rock Crushing Co. Contract No. 8774 in Washington County.

We did not have an extra copy of this contract; therefore your remittance in the amount of $12.10 will be appreciated to cover the cost of making this copy.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda
Enc.

LAW OFFICES
SCHWENN, BRADLEY AND BATCHELOR

W. C. SCHWENN
CARRELL F. BRADLEY
DeMAR L. BATCHELOR
LARRY A. BRISBEE

139 NE LINCOLN
HILLSBORO, OREGON 97123
TELEPHONE (503) 648-6677

RECEIVED
FEB 14 1979
LEGAL

February 13, 1979

Secretary
Oregon State Highway Department
Salem, Oregon 97310

Re: Dorothy Owens v. Baker Rock

#8774

Gentlemen:

We represent Dorothy Owens who was injured on November 30, 1978 at a time when it was dark and while she was proceeding northerly in her vehicle on 10th Avenue in Cornelius, Oregon and she sustained personal injuries when she collided with an unlighted pile of rocks which were in her lane of travel. The rocks were placed on the highway or on the street by Baker Rock which had a contract with your department to resurface the street indicated.

Would you please furnish this office with a copy of Baker Rock's contract to perform this work; if there is a charge for this service, please send me your statement and I will send you my check in payment. Thank you for your attention to this matter.

Yours very truly,

WCS:sam

RECEIVED
STATE HWY ENGR
FEB 14 '79
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

NOTED
C. W. HEAD

8774

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

ROW 13-2

November 13, 1978

RECEIVED
NOV 13 1978
LEGAL

Fran

RR-957

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Attention R. L. Johnston

Construction Agreement
Tualatin Valley Highway-
South Nectarine Street
(Cornelius) Section
South Tenth Avenue and
Golf Course Road
Washington County
Contract No. 8774
ODOT Agreement No. [redacted]

Dear Dick:

Returned herewith are two copies of the subject agreement. They have been signed by Mr. Boyd on behalf of the Oregon Transportation Commission and are being returned to you for execution by your officials.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
bc: G. L. Green w/copy
✓C. W. Head
C. T. Keasey
J. L. Sollis
D. E. Swan w/2 copies
E. L. Hardt w/copy
Jim Cochell w/copy

Boyd 11-9-78

NOTED
C W HEAD

7/29/81 files don't have note to Roger

7/29/81 PL says project cancelled

10-19-79
gen files do not have -
note to adele

Railroad trying to locate originals
per adele
7-9-80 gen files does not have
7-14-80 Roger called + still pending

note to R. T 4/15/82 note to Roger

Form 81-734 3123

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

November 8, 1978
Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: J. B. Boyd
Right-of-Way Manager

BUILDING

SUBJECT: Construction Agreement
Tualatin Valley Highway-
South Nectarine Street
(Cornelius) Section
South Tenth Avenue and
Golf Course Road
Washington County
Contract No. 8774

NOTED
R.D. TRYGSTAD

Attached are two copies of a Construction Agreement between the Oregon Department of Transportation, Highway Division, and the Southern Pacific Transportation Company setting forth the provisions of the widening and improvement of South Tenth Avenue in the City of Cornelius. This is a G-funded project that is already under contract. The total cost of the widening is $1,460.00.

Please review this agreement and if it is satisfactory, sign it on behalf of the Oregon Department of Transportation and return it to my office for transmission to Southern Pacific Transportation Company.

Your expeditious handling of this agreement would be appreciated inasmuch as the contract is already under way.

RDT/seb
Attachments

ROVED
Date 11/9/78
J B Boyd
Way Secti

RIGHT OF WAY SECTION
RECEIVED
NOV - 9 1978

☐ RE	☐ ARE	☐ ARA	☐ FS	☐ CA	☐ RS
☐ P.S	☐ AS	☐ CE	☐ CS	☐ T..	☐ FAO

8774 [illegible] 15-78

ORDER NO. 78-777
PUC Crossing No. F-761.60
DOT Crossing No. 753 865J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1013

In the Matter of the Application of the CITY OF CORNELIUS for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. 10th Avenue and Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.	)	ORDER

On April 14, 1978, the City of Cornelius duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of South 10th Avenue, a street under its jurisdiction, and the main track, house track and right-of-way of Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

The following parties made comments and recommendations: Northwest Natural Gas Company, by letter dated May 15, 1978; Southern Pacific Transportation Company, by letters dated July 12, August 10 and 18, 1978; and PUC Staff, by letter dated August 1, 1978. Applicant amended its applications by letters dated July 20, and August 2, 1978.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company; Oregon Department of Transportation, Highway Division; Washington County; Northwest Natural Gas Company; Oregon Department of Land Conservation and Development; Portland General Electric Company, and applicant. No objection by any party has been made to the granting of the application as amended

Applicant proposes to improve South 10th Street by widening it from 24 feet at the crossing to 40 feet. The widened street will have curbs and sidewalks. The roadway cross-section will consist of a five-foot sidewalk, eight-foot shoulder, two 12-foot travel lanes, eight-foot shoulder and a five-foot sidewalk. The crossing has two tracks, the main track and a house track. These tracks are approximately 60 feet apart, the main track lying northerly of the house track. Currently, the crossing protection consists of two crossbucks. Applicant proposes to install two cantilevered flashing lights and automatic gates on each side of the main track.

The proposed installation of cantilevered flashing lights and automatic gates will provide improved warning to motorists and pedestrians of impending railroad movements. The average daily vehicular traffic on South 10th Street is 2650 vehicles. This crossing has not experienced a train-vehicle accident since 1958.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are at issue and no hearing will be required.

The Commissioner finds the signalization requested herein is required by the public safety, convenience and general welfare, and that it is appropriate to authorize expenditure of funds from the State Grade Crossing Protection Account, as provided by ORS 763.270, and in the amount agreed upon by the parties.

Based upon the application as amended, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant shall:

   a. Bear 5 percent of the cost of furnishing and installing the automatic signalization and crossbucks ordered herein;

   b. Maintain the standard advance warning signs and advance warning pavement markings ordered herein, and bear all the cost thereof; and

c. Maintain that part of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, including that portion of the roadway lying between the tracks and bear all the cost thereof.

3. The Oregon Department of Transportation, Highway Division shall:

a. Reconstruct the crossing to accommodate a curbed roadway section 40 feet in width, with five-foot sidewalks on each side, except for that portion lying between lines drawn two feet outside each rail of each track at the crossing and bear all the cost thereof;

b. Reimburse Southern Pacific Transportation Company for all the cost of stabilization and track drains in the widened portion of the crossing, including all paving of the entire crossing lying between lines drawn two feet outside each rail of each track at the crossing; and

c. Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing and bear all the cost thereof;

4. Southern Pacific Transportation Company shall:

a. Construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to a width of 50 feet, and bear the cost of rehabilitation of the track structure, including stabilization of the sub-base and installation of track drains in the existing portion of the crossing;

b. Furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and augmented with two Commissioner's Standard No. 4 automatic gates, located appropriately on each side of the main track, 24 feet from the centerline of the road, and activated by predictor-type units and bear 20 percent of the cost thereof;

c. Furnish and install two Commissioner's Standard No. 1R reflectorized crossbucks, located appropriately on each side of the house track and bear 20 percent of the cost thereof;

d. Maintain the automatic signalization, its activation circuitry and the crossbucks ordered herein, and bear all the cost thereof; and

e. Maintain that part of the crossing lying between lines drawn two feet outside each rail of each track at the crossing and bear all the cost thereof.

5. All construction work on this project will be coordinated with Northwest Natural Gas Company at least 48 hours in advance of commencing the actual work.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

7. No train, switching or other movement on the railroad shall proceed across South 10th Street on the house track until after the crossing has been physically "flagged" by railroad personnel. Said railroad movements are not to commence until vehicle traffic closely approaching the crossing of the house track at South 10th Street has come to a stop.

8. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered in Paragraph 4.b. and the crossbucks in Paragraph 4.c. above.

9. Upon completion of the work ordered in Paragraphs 4.b. and 4.c. above, applicant or Southern Pacific Transportation Company, whichever advances the share of the cost apportioned to the State Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, applicant or Southern Pacific Transportation Company may

submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor, and other services provided to date of billing, and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protective devices ordered herein is $50,050.

Made, entered and effective October 13, 1978.

PUBLIC UTILITY COMMISSIONER OF OREGON

Frank Dillow, acting for
CHARLES DAVIS
Public Utility Commissioner

kc

1 8774

OREGON STATE
HIGHWAY DIVISION
2131 SW Scholls Ferry Road
Portland, Oregon 97221
August 31, 1978

Mr. Stephen C. Goodrich
City Manager
Cornelius, Oregon 97113

Re: S. 10th Ave. & Golf Course Road
Contract No. 8774
Washington County

Dear Mr. Goodrich:

Thank you for your letter of August 23, 1978 requesting that sidewalks be added to the east side of the street, within the terms of the subject contract.

The estimated cost is:

FAS Funds	$17,200.00
City share match	1,400.00
State share match	1,400.00
Extra Project Cost	$20,000.00

The exact cost for this work will be determined at the completion of the project and a complete and detailed accounting will be furnished as if this extra work had been included in the original contract.

Thank you for your cooperation.

Very truly yours,

J.W. Cochell

J.W. Cochell
Resident Engineer

cc: John F. Crockett
Construction Engineer
Region
Program Management Engineer
Don Harwell, City-County Unit
File

PROJECT MANAGEMENT
PME ☐ CCE ☐ O[illegible] ☐
LGE [✓ RP] FAE ☐ [illegible]
SEP 1 1978 RP
File: PM FA
TAA Prange LG OP

Does Washington Co agree?
Yes! [illegible]

City of Cornelius 120 N 13th Avenue P.O. Box 607 CORNELIUS, OREGON 97113

City Clerk 357-9112 Police Chief 357-2184 City Manager 648-1197

August 23, 1978

Mr. Jim Cochell
2131 Scholls Ferry Rd.
Portland, Oregon 97221

Dear Jim:

The City of Cornelius hereby requests that sidewalks be constructed on the east side of South 10th. Avenue as part of the street construction project. The City Council decided to make this request after receiving a strong expression of opinion from the residents on the east side that they wanted sidewalks.

The City understands that we will pay the local share of this sidewalk just as we are for the remainder of the project. This will be paid for by the members of the LID.

Very truly yours,

Stephen C. Goodrich
City Manager

SCG/ma

RECEIVED
AUG 24 1978
RE ARE OE

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

August 22, 1978

Jim Cochell, Resident Engineer
Highway Division
Department of Transportation
2131 S.W. Scholls Ferry Road
Portland, Oregon 97221

Dear Jim:

This letter is in reference to the Federal Aid Secondary job which has been let for the construction of 10th Street/Golf Course Road in the City of Cornelius.

After discussing the possibilities with you, I would request on behalf of Washington County that you include in the project, the construction of the concrete sidewalk along the east side of the project. This had not been previously included in the project. After our review of possible savings and recognizing the possible financial implications of this addition, I am requesting that it go ahead providing that the City of Cornelius also agrees.

If you have any questions, or need any additional information, do not hesitate to contact me.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

JFC:pj
cc: Stephen Goodrich
Cornelius City Manager

RECEIVED
AUG 24 1978
RE ARE OE

8774

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1978

Baker Rock Crushing Co.
21880 S.W. Farmington Rd.
Beaverton, OR 97005

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8774 for work on the Tualatin Valley Highway-S. Nectarine Street (Cornelius) Section of FAS A678 (S. 10th Avenue & Golf Course Road) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
James Cochell

#5774

8

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1013
Crossing No. P-761.60

Dear Mr. Campbell:

In the Matter of the Application of the CITY OF CORNELIUS for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. 10th Avenue and Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance to the amendment proposed by Mr. Stephen C. Goodrich in his July 20, 1978, letter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:klw
cc: H. S. Coulter w/copy Goodrich's letter
C. T. Keasey w/copy
E. L. Hardt w/copy
J. L. Sollis w/copy

RECEIVED
STATE HWY
AUG-2 '78
REFER TO
FOR
Info | Inves | D/R | Sign | Act

H. S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

City of Cornelius 120 N 13th Avenue P.O. Box 607 CORNELIUS, OREGON 97113

City Clerk 357-9112 Police Chief 357-2184 City Manager 648-1197

July 20, 1978

Rail Rate & Service Division
Public Utility Commissioner
Labor & Industries Building
Salem, Oregon 97310

Re: S X F - 1013

Gentlemen:

Please amend our application to alter and change protection at the grade crossing of South 10th. and Southern Pacific Railroad as follows:

14 a. (3) Southern Pacific Transportation Company 20%

14 c. Protection type: Non-mountable curbs - Number of such devices: 2- to be located as follows: one on either side of South 10th.

(1) Who will perform installation? State Highway Division.

(2) Estimated cost of installation: $500.00.

(3) Who will pay for said installation: State Highway Division 93%
City of Cornelius 7%

(4) Who will maintain these devices? City of Cornelius.

(5) Who will pay for said maintenance? City of Cornelius.

Very truly yours,

Stephen C. Goodrich
City Manager

SCG/ma

#8771

ROW 18-2 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 26, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

SXF 1013
Crossing No. F-761.60

Dear Mr. Campbell:

In the matter of the application of the City of Cornelius for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. 10th Avenue and Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the amendments proposed by Mr. John Wiley Gould of Southern Pacific Transportation Company in his July 12 letter.

Cordially,

Roger D. Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
J. L. Sollis

RECEIVED
STATE HWY ENGR
JUL 27 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 734-3122 (Rev. 7-77)

8774

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Washington County Board of
Commissioners
Courthouse

Hillsboro, OR 97123

Attention of Mr. John Crockett
Dir. of Public Works

Request No. (assigned by staff engineer or head of section) CC1856

Date July 13, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $35,500.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$8,000.00	
		To be transferred to State Hwy. funds for the construction of the T.V. Hwy-S. Nectarine St. (Cornelius) Section. Golf Course Road FAS A678 Covered by Agreement #5869		$27,500.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:
534-1023

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Submitted by: Harold Reynoldson
Harold Reynoldson

Is this a partial or final request for billing? partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Gerald Wimer G. Wimer
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

H N M

8774

8

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
James Cochell
SAIF
Fran

July 11, 1978

Baker Rock Crushing Co.
21880 S.W. Farmington Rd.
Beaverton, OR 97005

Gentlemen:

The Oregon Transportation Commission on June 28, 1978, accepted your proposal for work on the Tualatin Valley Highway-S. Nectarine Street (Cornelius) Section of FAS A678 in Washington County for the sum of $434,957.45 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of Washington County and when the sum of $35,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8774.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 22, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8774

PROJECT MANAGEMENT OFFICE MEMO

Date 7-6-78

File No.

Subject Cornelius FAS-C

Received (call) (~~visit~~) from Virginia Ewen (Wash Co Finance)

Address

Phone 648-8812

Made (call) (visit) to

Reason for contact and general discussion:

Has city of Cornelius check for $35,500. What should she do? Determined check made out to County & they didn't want to assign. They will send a new one to us tomorrow

Signature G Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGF OPF EAF CCF OM Other

8774

June 27, 1978

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

507,847
2
527,847

Attn: Mr. John Crockett
Director of Public Works

On June 22, 1978, a satisfactory bid was received from Baker Rock Crushing Co. Inc., 21880 SW Farmington Rd., Beaverton, Oregon 97005, for the Tualatin Valley Hwy.-S. Nectarine Street (Cornelius) Section - FAS A678.

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$434,967.45
Railroad Protective Costs	4,600.00
Railroad Costs (Crossing Work)	3,060.00
Permanent Signing	3,100.00
Permanent Pavement Striping	525.00
Temporary Erosion Control	200.00
Lower Existing Pipe	1,000.00
4½% Contingencies	20,134.91
9% Engineering	40,269.82
Estimated Total Cost	$507,847.18

434,748

Rec'd 7/10/78

Told Region
Jon Rose

7% of $507,847.18 - $35,549.30 rounded to $35,500.00.

Project Awarded
7/11/78

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check in the amount of $35,500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

Sent County
Force Order
to C.T. Kearsy
7/11/78

MR:cw
cc: Stephen C. Goodrich
City Manager, Cornelius

bc w/AD #465: Vern Skoog - Please return completed AD #465 when check is received
Region 1 Federal Aid Engineer - Jon Rose

8774

bc W/AD #465: Vern Skoog - Please return completed AD #465 when check is received.

Region 1 Federal Aid Engineer

June 23, 1978

Changed back to Lowest Bidder Letter Dated June 27, 1978

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attn: Mr. John Crockett
Director of Public Works

was 2nd Bidder

Gentlemen:

On June 22, 1978, a satisfactory bid was received from Cascade Construction Inc., P.O. Box 4267, Portland, Oregon, 97208, for the Tualatin Valley Hwy.-S. Nectarine Street (Cornelius) Section - FAS A678.

Now 1st ~~2nd~~ Bidder 4/27/78

See Change

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$458,503.00
Railroad Protective Costs	4,600.00
Railroad Costs (Crossing Work)	3,060.00
Permanent Signing	3,100.00
Permanent Pavement Striping	525.00
Temporary Erosion Control	200.00
Lower Existing Pipe	1,000.00
4½% Contingencies	21,194.46
9% Engineering	42,388.92
Estimated Total Cost	$534,571.38

7% of $534,571.38 = $37,419.99 rounded to $37,400.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check in the amount of $37,400.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

G. W. Wimer
Local Government Manager

35549

35,500)

WR:lml

Darl H.

8774

Yellow
FAS A678

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

June 23, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: T. V. Highway-S. Nectarine St.
FAS A678
Washington County

TO: James Cochell
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9141	00 Mainline, Centerline	Profile Grade
	01 Mainline, CenterLine	Subgrade

PC:ab
Attachment
cc: Paul Cox

8774

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

FILE

Tualatin Vly.
Hwy. - S.
Victarine

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
   North Cole Street, Clackamas County
   Pave
   City Street -- 45-foot roadway curb-to-curb

   Same as No. 3.

5. Remote Section
   Coos Bay-Roseburg Highway, Coos County
   Grade, Pave, Structure
   Four-foot to 8-foot shoulders are available throughout this section.

   Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
   Gaylord Road, Coos County
   Structure Replacement

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
   Black Butte Boulevard, Deschutes County
   Pave

   Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
   Pacific Highway, Douglas County
   Roadside Improvement

   A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
   Middle Fork John Day River Road, Grant County
   Grade, Base, Structure

   Same as No. 3.

10. Wagontire-Lake County Line
    Lakeview-Burns Highway, Harney and Lake Counties
    Grade, Pave
    Four-foot shoulders provided.

    Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
    City Streets, Jackson County
    Grade, Pave
    Twenty-eight-foot roadway curb-to-curb

    Same as No. 3.

12. Shady Cove (Cleveland Street)
    City Street, Jackson County
    Pave
    Four-foot shoulders provided

    Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
    Shasta Way, Klamath County
    Grade, Pave, Structure
    Five-foot sidewalks and 4-foot shoulders provided.

    Same as No. 1.

14. Armitage State Park, Lane County
    Toilet Building

    Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
    5th Street North, Lane County
    Grade, Pave

    Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
    Oregon Coast Highway, Lane County
    Grade, Pave

    A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
    Yachats River Road, Lincoln County
    Pave

    Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
    Albany-Corvallis Highway, Linn County
    Traffic Signals

    Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
    North Santiam Highway, Marion County
    Slope and Rock Protection

    Same as No. 6.

20. Sublimity (West Main Street)
    City Street, Marion County
    Grade, Pave

    Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
    FAP No. OS-2501(1), Morrow County
    Grade, Pave, Structure

    Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
    FAS B-618, Union County
    Structure
    Twenty-eight-foot roadway on structure

    Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
    S.10th Avenue and Golf Course Road, Washington County
    Grade, Pave

    Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8774 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RSG-A678(1)

STATE PROJECT NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70326

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2/7/77	6/5/78	Secondary A678 County Road

GENERAL LOCATION:

Tualatin Valley Highway - SCL Cornelius Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Kenneth Rolfe dated 1/30/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/5/78	D. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

STATE OF OREGO

INTERO CE MEMO

TO: MEMO TO THE FILE

DATE: June 2, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Railroad Crossing
T.V. Highway-Nectarine Road
Tenth Street
Cornelius

On May 26, Gerry Wimer and Duane Christensen contacted me and advised there was a problem in meeting the scheduled letting date for the subject project.

In my discussion with Wimer and Christensen, they recommended that the project be delayed. I felt that I needed more justification for delaying the project than was provided and requested that Gerry Wimer discuss the problem with Roger Trygstad further to get more details on the expected completion of the PUC and the position of the railroad as far as proceeding with the project or not proceeding.

Gerry Wimer returned my phone call on May 30 and we talked with Roger Trygstad who provided the following information:

> The PUC order has not been issued for the reconstruction of the railroad crossing immediately south of the T.V. Highway. The PUC order review process was started in April of this year. Anticipated date when the order would be issued is September. After issuance of the order, the railroad will negotiate an agreement with the City for their share of the funding. This will probably take until November. The railroad will not order crossing protection equipment until after the agreement with the City has been signed. Considering reasonable delivery times, February is the earliest the railroad could be expected to have their equipment in hand for installation.

After this conversation, I contacted Mike Borresen, Washington County project representative, to discuss the possibility of delaying the project until the PUC order was issued. I also talked to Dick Johnston SPRR, following up some discrepancies in what Mike Borresen and Roger Trygstad advised. Then talked to John Crockett, Public Works Director for Washington County, to assess any political ramifications. And I talked to Steve Goodrich, Cornelius City Manager, to determine the problems that various alternatives or options might pose to the City. I also talked with Wally Bryant and Ernie Valach, FHWA.

What it boils down to is basically three options to follow to contract the project: (1) Proceed with the June letting, utilizing a two-week

81-125-1387

ad prior to the letting and revising the specifications to reflect the non-available work area on the railroad right-of-way. Work area would be anticipated to be available in September and so specified. (2) Delay the project one month, rewrite and redraft the project to remove the railroad portion of the job and advance the remainder to a July letting. Then go with the second contract for the railroad crossing at a more opportune time. (3) Delay the project until the PUC is completed and/or delay the project until railroad equipment is ordered and available.

Option No. 1 Discussion: This option gets the project to construction with the possibility of having it completed this construction year. Cost escalation and inflation favor this option. The City of Cornelius is financing the project with local match from a Limited Improvement District (LID). This LID has been in existence for over one year and it has a two-year life. They desire to have the project completed within the lifetime of this LID. Formation of a second LID may not be possible politically. Option No. 1 is most desirable for the City since the construction has the best chance for completion during this calendar year. The section over the railroad would be available to the contractor after issuance of the PUC order. The City owns the right-of-way and the railroad would not stop the construction. However, the railroad objects to advancing the project under this option because of the poor "PR" for the railroad. They also feel like they have been put in a bite several times by the County. Dick Johnston also advised of a problem with the PUC order. It apparently requires cantilever signal type of protection with an 8-9 month delivery time as opposed to standard crossing gate protection for signals which are sidemounted and require 3-4 month delivery. Going with this option would require that barricades be installed to narrow the newly constructed section over the railroad down to the original width of the crossing as per PUC requirements. This condition would exist until the crossing protection devices were installed by the railroad. The County favors this option; ODOT staff personnel tend to disfavor this option but were not ready to say it could not be done. FHWA did not take a firm position on this option or the other options.

Option No. 2 Discussion: This option places the letting date in July with probable award sometime the latter part of August. The contractor probably would not get underway until September. With the 130 day work count, the work would not be completed in the existing construction season. In addition, the second contract for the work on the railroad crossing and the railroad crossing protection would be underway after the first of next year. A project under this circumstance would require two lettings, two awards, double mobilization and double handling all the way through. Some increase in cost due to inflation could be experienced. The railroad would still experience bad "PR"; however, it might not be quite so obvious to the traveling public. The County did not take a firm position on this option. The City would be in the same "disagreeable" position with this kind of delay. They do not want the project delayed and, therefore, do not favor this option at this time. They are faced with the possibility of trying to re-establish an LID that was initially unpopular and have serious political concerns about their ability to reform the LID.

Option No. 3 Discussion: This option is most disagreeable to the City and could be most damaging to their ability to fund the construction project. The County is seriously opposed to a delay. They, however, are perhaps more pragmatic and recommend that if delay is the only recourse, that the bid letting be held in December to take advantage of seasonally low bids during that period. The repeated delays of the project prompted Mr. Crockett to reflect that the County might have to consider cancelling the project due to repeated delays and inflating costs caused by the delays. The railroad favors this alternative; ODOT staff appears to favor this alternative, which from a procedural standpoint is the cleanest of the three.

On May 31, I requested Hal Versteeg to proceed with the project as originally proposed for the June letting with modification to the specifications to reflect the need to delay construction work on the railroad crossing Option No. 1. This request was made in consideration of the limited life of the LID, the rapid escalation of construction costs, the earlier public use of the facility because of possible earlier construction completion, and cost escalations caused by major delays that could price the job out of existence.

DRA/ldo

cc: J. H. Versteeg
D. O. Christensen
M. J. Klotz
Roger Trygstad
Gerry Wimer
Wally Bryant

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUN 6 1978
TAA Hal
File: PM FA
LG OP

8774 -

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1978

Mr. Robert Bothman, Administrator
Metropolitan Branch
5821 N.E. Glisan Street
Portland, OR 97213

Mr. Ed Hardt, Reg. Eng.
Region I
9200 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Tualatin Valley Highway-S. Nectarine
Street (Cornelius) Section
FAS A678 (S. 10th Ave. & Golf
Course Road)
Washington County

Gentlemen:

I understand that we are going ahead with the contracting of the subject project.

Please remember that we can not actually widen the crossing until a PUC order is issued. The crossing is now about 24 feet wide and it is proposed to be 40 feet wide. If the road widening is done prior to receiving the PUC order, the crossing will have to be narrowed to its existing width by guardrail or something similar. The railroad crossbucks will also have to be temporarily located about where they are now.

Yours truly,

RD Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:bam

cc: E. S. Hunter
J. H. Versteeg
D. O. Christensen

RECEIVED
TECHNICAL SERVICES
JUN 2 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8774

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1978

SXF 1013
F-761.60

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Mr. Campbell:

In the Matter of the Application of the CITY OF CORNELIUS for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. 10th Avenue and Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

The Highway Division requests that PUC and all parties of interest do everything possible to expedite the issuance of an order on the subject matter.

A contract project is soon to be let for an improvement to S. 10th Avenue and it is highly desirable to have the railroad work accomplished as soon as possible.

Yours truly,

R. D. Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:bam

cc: Norbert C. Chartrey, Mayor
City of Cornelius
City Hall
Cornelius, OR 97113

John Wiley Gould
Dezendorf, Spears, Lubersky & Campbell
Southern Pacific Transportation Company
800 Pacific Building
Portland, OR 97204

RECEIVED
TECHNICAL SERVICES
JUN 1 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

J. W. Ferguson, Division Engineer
Southern Pacific Transportation Co.
251 Union Station
Portland, OR 97209

Washington County
Department of Public Works
150 N. First Avenue
Hillsboro, OR 97123

Engineering Department
Northwest Natural Gas Company
123 N.W. Flanders Street
Portland, OR 97209

E. F. Wildfong, Vice President
Portland General Electric Co.
121 S.W. Salmon Street
Portland, OR 97204

Director's Office
Department of Land Conservation
and Development
1175 Court Street N.E.
Salem, OR 97310

bc: H. S. Coulter
E. S. Hunter ✓
J. H. Versteeg
D. O. Christensen
E. L. Hardt
R. N. Bothman
C. T. Keasey
J. L. Sollis

8774 9

~~ROW 18-2~~

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 16, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

SXF 1013
Crossing No. F-761.60

Dear Mr. Campbell:

In the matter of the application of the City of Cornelius for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. 10th Avenue and Southern Pacific Transportation Company, West Side Branch, in Cornelius, Washington County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The city street is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO
FOR
Info | Act | File

NOTED
H.S. COULTER

Form 81-734-3122

STATE OF OREG **INTERO CE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: May 8, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Striping and Permanent Signing
Two County FAS-C Projects (Sherwood Boulevard and Golf Course Road)
Washington County

Attached is a letter from Washington County asking that striping and permanent signing on the two subject FAS-C projects be done with County forces. I've discussed this with Mike Borresen of the County and it is his feeling that County forces can move in to replace individual signs or perform small sections of striping as the construction work demands where a specialty contractor would necessarily schedule his work to complete the entire project at one time. This flexibility, the County feels, would best serve the public interest from a safety standpoint and would reduce the likelihood of traffic operation problems during the construction work. For these reasons, Metro concurs that it is in the public interest to have these two items done by County forces.

A County Force Order was prepared and submitted recently to cover the proposed work on the Golf Course Road project.

JR/ldo

Attachment

c.c. D.E SWAN
Dick Hacek

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAY 9 1978
M
TAA File: PM FA
LG OP

81-125-1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

May 1, 1978

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am writing in reference to the two FAS-C projects that will be going to contract this spring (Sherwood Blvd. and Golf Course Road). As our forces are continually maintaining signing and striping throughout the county on a yearly basis, we feel it would be to the contractor's and our benefit to perform these functions on the two FAS-C projects. As we have the equipment necessary for this work, we would be available almost at a moments notice. This and the fact that we can save the project some money will be to the public's benefit.

Please look into this matter, and if agreeable to the state, write a work order for the county to perform the signing and striping.

Yours very truly,

Mike

Mike Borresen
Services Development Engineer

MB:pj

MA PDM PDE TSE SPC
ODOT - METRO
MAY 4 1978
AM PPS

Speed Letter.

To Jon Rose FED. AID ENGR.
OSHD/METRO SEC
5821 NE GLISAN
PORTLAND, ORE 97213

From
4-27-78

Subject GOLF COURSE RD SIGNING & STRIPING

MESSAGE

Dear Jon!

Encosed are 6 copies of ORDER for Force WORK for County Forces on Golf Course Rd - Please check on availability for STATE SIGNING SHEET for SHERWOOD BLVD

Thanks

Date 25 Apr 78 Signed Lyle

REPLY

Date Signed

1276

WilsonJones

RETAIN WHITE COPY, RETURN PINK COPY

From Metro Jon Rose
Date 4/27/78
To [redacted]
[redacted] Traffic Region 1

Comments: Here are County Force Order and sketch map for striping & signing of the Golf Course Road project in Cornelius. Please forward for further action
Jon Rose

PREFIX 534-1932

5/22/78
Copy of Force Order sent to:
DE Swan ✓
Jack Sullivan ✓

PROJECT MANAGEMENT
PME ☐
LGE ☒
CCE ☐
FAE ☐
ON ☐
OPE ☐
APR 28 1978

TAA Prange
File: PM FA LG OP

Should these go to Dick Blackburn

To Hal rc
FAS-C Project

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. ____________ Date April 18 1978

Street Golf Course Road

County Washington Prefix ____________ Account No. ____________

Description of work to be done:

Use county equipment and forces to install permanent signing and striping.

Location: Sta. to Sta. or MP to MP

From T.V. Highway to south City limits in Cornelius.

Estimate of quanities and costs: see attached list (A)

Materials	$ 2510.67
Labor	812.52
Equipment	296.40
Total	$ 3619.59

Explanation:

The estimated cost is based upon unit costs for installations normally provided to developers, and other jurisdictions. When County completes this project, it will be billed as labor, equipment, and materials.

Submitted by ____________ (County)
John F. Crockett
Director of Public Works

Approved ____________ (OSHD)

LIST (A)

GOLF COURSE ROAD

Materials:

18	30"x30" STOP signs	@ 18.71	$ 336.78
28	Aluminum street name signs	@ 17.95	502.60
2	30"x36" SPEED 25 signs	@ 22.35	44.70
1	36"x48" END SPEED 25 sign	@ 34.12	34.12
2	36" Railroad Advance signs	@ 26.11	52.22
2	Plastic Railroad Legend & Stop Bars	@ 215.00	430.00
1	No Left Turn sign (24"x30" 24"x18")	@ 26.00	26.00
35	2"x2"x14' Breakaway Metal Posts	@ 26.00	910.00
14	Caps for 2" Post	@ 2.75	38.50
14	90° Brackets	@ 1.75	24.50
15	gal. Yellow Striping Paint	@ 3.00	45.00
10	gal. White Striping Paint	@ 3.00	30.00
150	lbs. Glass Beads	@ 0.17	25.50
3	cans Spray Paint	@ 1.75	5.75
1	gal. White Latex Paint	@ 5.00	5.00
		Material Total	$2510.67

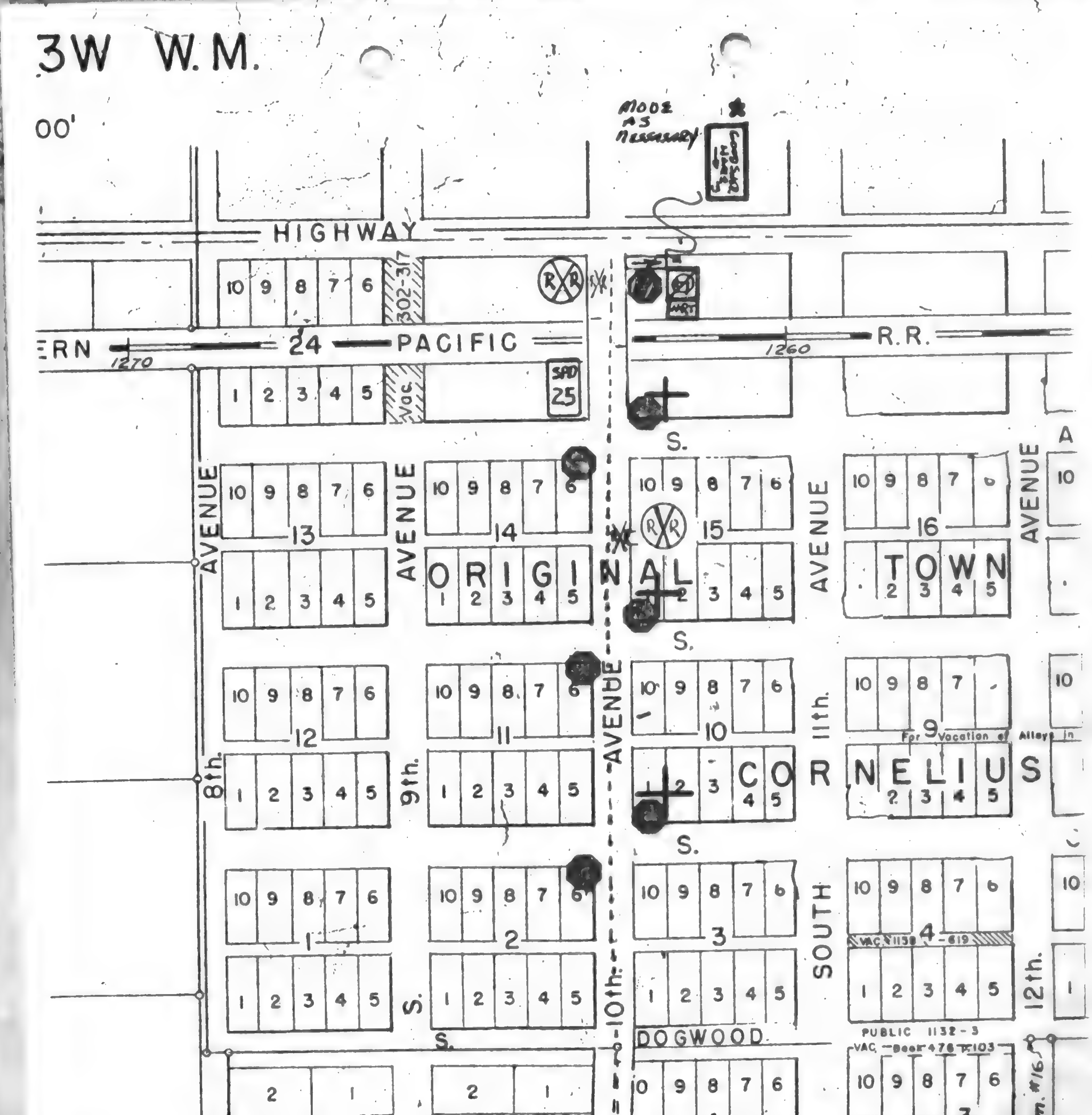
Labor

4	hrs. Engineering Tech II	@ 8.66	$ 34.64
4	hrs. Engineering Tech I	@ 7.85	31.40
8	hrs. Sign & Paint Crew Foreman	@ 10.52	84.16
8	hrs. Sign Maintenance Man III	@ 8.66	69.28
16	hrs. Sign Maintenance Man II	@ 8.24	131.84
40	hrs. Sign Maintenance Man I	@ 7.13	285.20
80	hrs. Overhead	@ 2.20	176.00
		Labor Total	$ 812.52

Equipment

4	hrs. Van	@ 3.00	$ 12.00
8	hrs. Striping Truck	@ 18.00	144.00
8	hrs. Stencil Truck	@ 9.75	78.00
8	hrs. Sign Truck	@ 3.00	24.00
16	hrs. Pickup	@ 2.40	38.40
		Equipment Total	$ 296.40

Total Est. Project $3619.59


3W W.M.
00'
MODE AS NECESSARY
HIGHWAY
302-317
Vac.
ERN
24
PACIFIC
R.R.
1270
1260
SPD 25
AVENUE
8th.
9th.
10th.
11th.
12th.
SOUTH
S.
13
14
15
16
12
11
10
9
1
2
3
4
ORIGINAL TOWN
CORNELIUS
For Vacation of Alleys in
VAC. 1138 - 619
DOGWOOD
PUBLIC 1132-3
VAC. Book 476 Pg 103
HENRY'S ADDITION
ELDER STREET
STREET
FAWN
A
B
C
D
ANGEVINE
Initial Point
Term. #16

8774

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE
April 28, 1978
Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: THE FILE

SUBJECT: Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Sect.
FAS A678 (S. 10th Ave. & Golf Course Rd.)
Washington County

The subject project was initially to be funded with Federal Aid Secondary "G" funds. Washington County decided they did not want to deplete these funds and received verbal authorization from PUC to fund the railroad protection part of the project with 75% Grade Crossing Protection funds, 20% SPTC money and 5% from the City of Cornelius. The City of Cornelius recently submitted an application to PUC with the funding shown in this manner. This invalidates a Service Contract we have with SPTC as the contract indicates there would be no contribution by SPTC. To further complicate the matter, some of the widening the railroad will do is still to be funded with FASC funds.

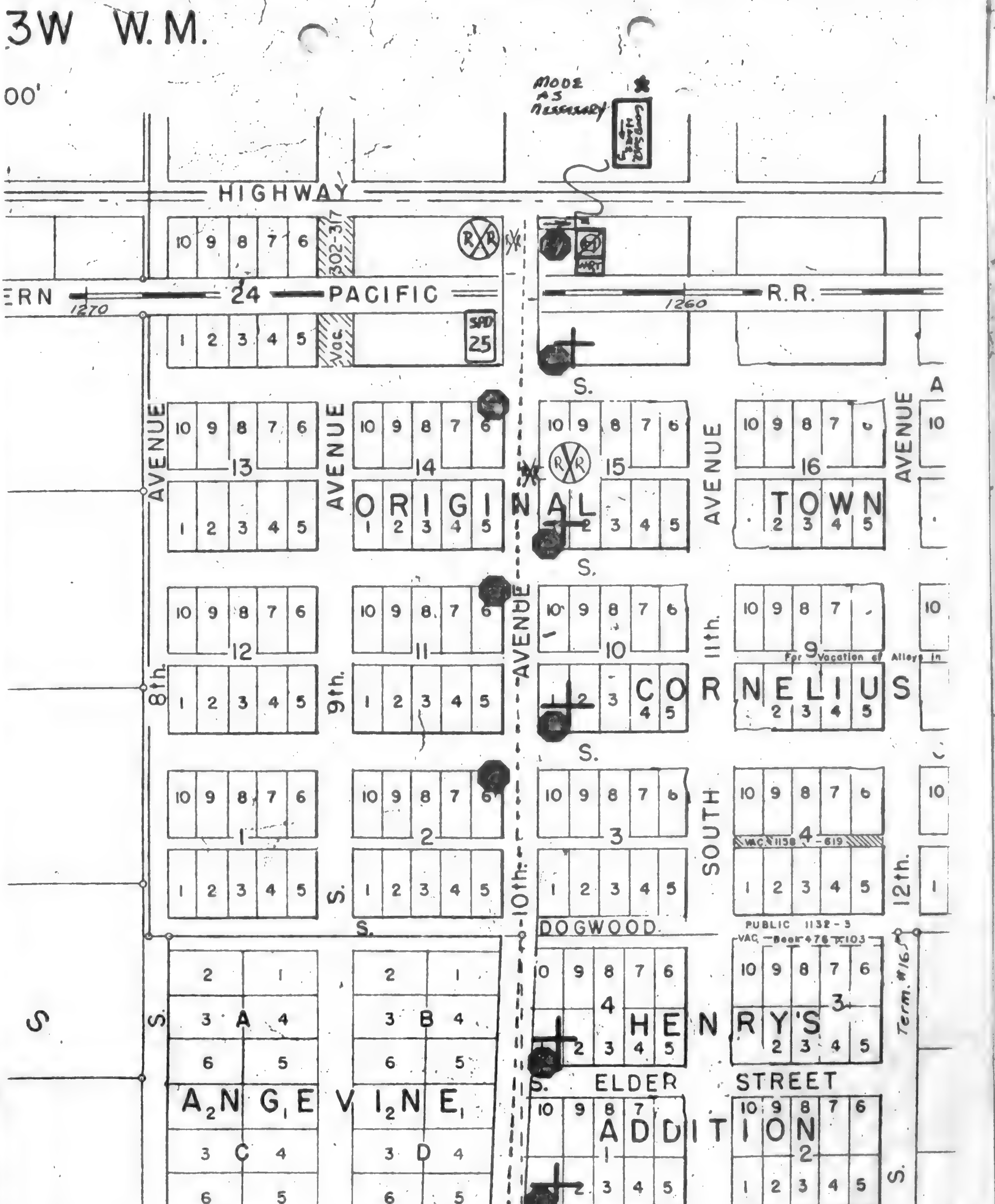
The PUC process and the time SPTC needs to get an agreement with the City may take several months. The railroad does not want to have the road widened until the gates can be put in and further, PUC would probably not allow it.

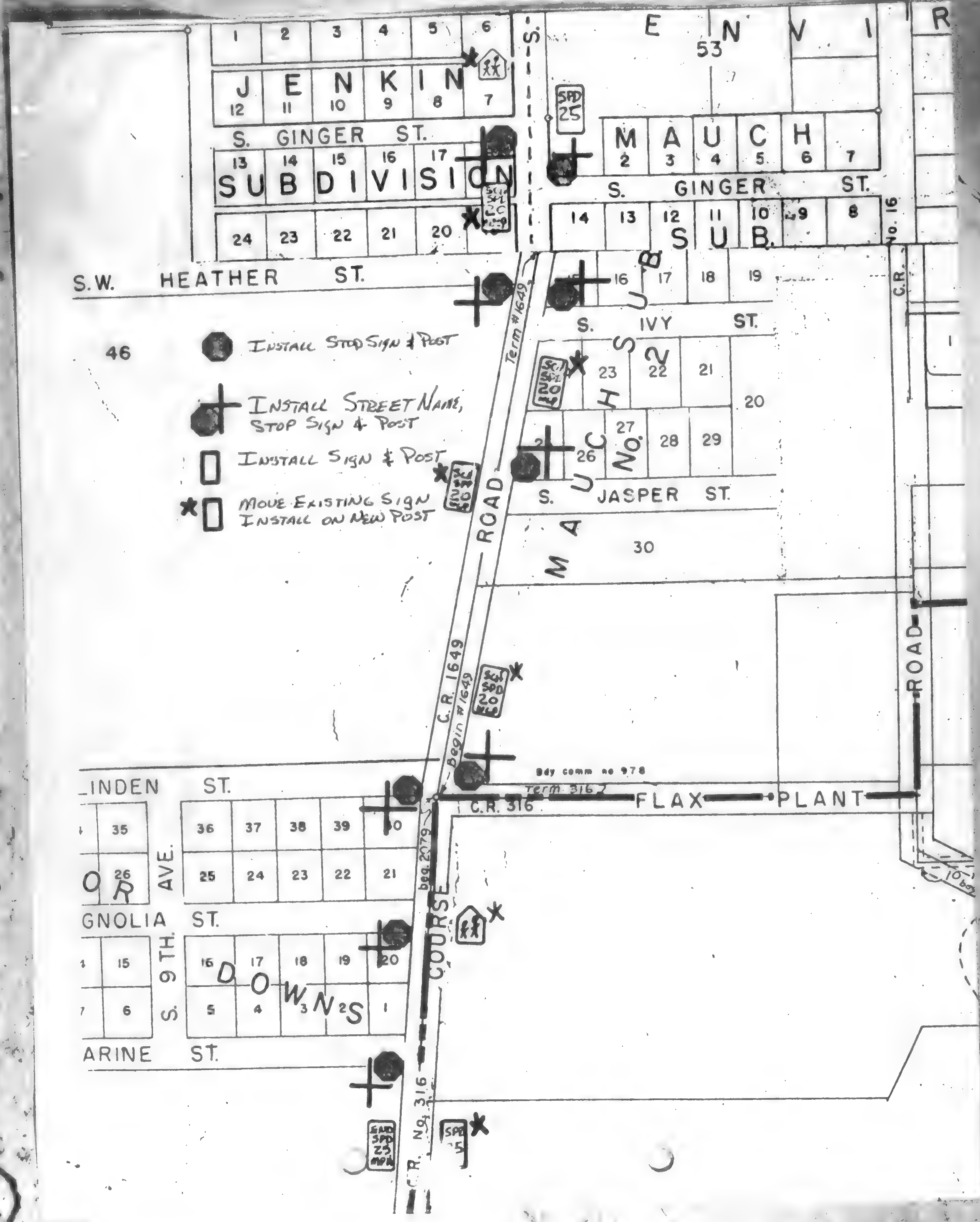
It appears that this project will have to be postponed until the PUC process can spell out the funding. Mr. Hunter Concurs. Jon Rose will so advise the City and the County.

RDT:de
cc: E. S. Hunter
J. H. Versteeg
R. N. Bothman
E. L. Hardt
D. E. Swan
C. T. Keasey
J. L. Sollis
Jon Rose
Dick Johnston-SPTC

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 28 '78
REFER TO
FOR


3W W.M.
00'
MODE AS NECESSARY
HIGHWAY
ERN 24 PACIFIC R.R.
1270
1260
302-317
Vac.
SPD 25
R R
S.
A
AVENUE
8th.
9th.
10th.
11th.
12th.
SOUTH
ORIGINAL TOWN
CORNELIUS
13
14
15
16
12
11
10
9
1
2
3
4
For Vacation of Alleys in
VAC. 1138-619
PUBLIC 1132-3
VAC. Book 476 P. 103
DOGWOOD
HENRY'S ADDITION
ELDER STREET
Term. #16
ANGEVINE
A
B
C
D
FAWN STREET
Initial Point



JENKIN SUBDIVISION
S. GINGER ST.
MAUCH SUB.
S. GINGER ST.
No. 16
C.R.
ENVIR
53
SPD 25
S.W. HEATHER ST.
S. IVY ST.
MAUCH SUB No. 2
S. JASPER ST.
30
20
46
Install Stop Sign & Post
Install Street Name, Stop Sign & Post
Install Sign & Post
Move Existing Sign Install on New Post
ROAD
Term #1649
C.R. 1649
Begin #1649
SCL SPD 20 MPH
Bdy comm no 978
Term 316.2
C.R. 316
FLAX PLANT ROAD
INDEN ST.
AVE.
OR
GNOLIA ST.
S. 9TH.
DOWNS
ARINE ST.
beg. 2079
COURSE
C.R. No. 316
END SPD 25 MPH
SPD 25
10 bgs

8774 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: ~~ROW 18~~-2

INTER-OFFICE CORRESPONDENCE
April 28, 1978
Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: THE FILE

SUBJECT: Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Sect.
FAS A678 (S. 10th Ave. & Golf Course Rd.)
Washington County

The subject project was initially to be funded with Federal Aid Secondary "G" funds. Washington County decided they did not want to deplete these funds and received verbal authorization from PUC to fund the railroad protection part of the project with 75% Grade Crossing Protection funds, 20% SPTC money and 5% from the City of Cornelius. The City of Cornelius recently submitted an application to PUC with the funding shown in this manner. This invalidates a Service Contract we have with SPTC as the contract indicates there would be no contribution by SPTC. To further complicate the matter, some of the widening the railroad will do is still to be funded with FASC funds.

The PUC process and the time SPTC needs to get an agreement with the City may take several months. The railroad does not want to have the road widened until the gates can be put in and further, PUC would probably not allow it.

It appears that this project will have to be postponed until the PUC process can spell out the funding. Mr. Hunter Concurs. Jon Rose will so advise the City and the County.

RDT:de
cc: E. S. Hunter
J. H. Versteeg
R. N. Bothman
E. L. Hardt
D. E. Swan
C. T. Keasey
J. L. Sollis
Jon Rose
Dick Johnston-SPTC

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 28 '78
REFER TO
FOR
Info

8774

Section [illegible]

Programming Estimate $

Highway [illegible]

Project Length 0.73 mile.

County [illegible] 4-26-78

Completion Time 30 [illegible]

Late Oct.'78

Kind of Work [illegible]

FA Project No. RS-RSG-A678(1)

Prefix [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 442,446.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	2200	
~~Other~~ Railroad Costs (Crossing Work)	5260	
Permanent Signing	3100	
Permanent Pavement Striping	525	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
State Furnished		$ 62,535.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
~~Adjust Utilities~~		
Automatic Railroad [illegible]	50,250	
~~Misc. Permit Fees~~ Lower Existing Pipe (Sta. 10+50 to 11+50)	1,000	
		$ 504,981.50
Contingencies (4-1/2%)		22,724.17
Engineering (9 %)		45,448.34
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 573,154.01

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

Rev 26 Apr 78

Section [illegible] Valley Hwy - S. [illegible]) Programming Estimate $ ____

8774

Highway FAS Rt. 18 (S.W. 10th [illegible] Golf Course Pl.) Project Length 0.73 mile

County Washington Completion Time 130 Calendar work

Kind of Work Grading & Paving Late Oct. '78

Prefix 534-1932 FA Project No. RS-A678(1)

ROUTING SLIP Date: 4/26/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number M
District Number ____

ATTENTION: Jon Rose

FROM: Project Mngt.

Would please inform the county. This appears to quite a bit over the field estimate. Along with the over run on Sherwood this could be a problem.

Form 81-731-0022 (7/77)

STRUCTION AUTHORIZATION

ract Amount $ 442,446.50

4600
3060
3100
525
200

~~Misc. Permit Fees~~
Lower Existing Pipe (Sta 10+50 to 11+50) . . 1,000

$ 12,485.00

$ 454,931.50

Contingencies (4-1/2%) 20,471.92

Engineering (9 %) 40,943.84

SUBTOTAL $

Credit for ____ . . . . .

Estimated Net Authorization, Construction . . . . . $ 516,347.26

APPROVED

Field Data 426,500)

____
Road Design Engineer

Section Tualatin Valley Hwy - S. Nectarine St (Cornel.)
Programming Estimate $

Highway FAS A678 (S. 10th Ave. & Golf Course Rd.)
Project Length 0.73 mile.

County Washington
Completion Time 130 Calendar works

Kind of Work Grading & Paving
Late Oct. '78

Prefix 534-1932
FA Project No. RS-A678(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 442,446.50
Anticipated Additional Items:		
Royalty Payment		$ 12,485.00
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	4,600	
Other Railroad Costs	3,060	
Permanent Signing	3,100	
Permanent Pavement Striping	525	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
~~Misc. Permit Fees~~		
Lower Existing Pipe (Sta 10+50 to 11+50)	1,000	
		$ 454,931.50
Contingencies (4-1/2%)		20,471.92
Engineering (9 %)		40,943.84
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 516,347.26

Field Data 426,500.00

APPROVED

Road Design Engineer

May 25 letting

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 4 Apr 78

Section Tualatin Valley Hwy - S. Nectarine St. (Cornelius) Sec
County Washington
Kind Of Work Grading & Paving
Length 0.73 mi.
Name Butler

4-12-78
8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (6%)		Lump Sum	All	Lump Sum	25,000 00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,840 00
	Temporary Signs		Sq. Ft.	420	6 50	2,730 00
	Temporary Barricades		Each	36	125 00	4,500 00
	Temporary Plastic Safety Markers		Each	5	80 00	400 00
	Flagmen		Hour	1000	18 00	18,000 00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	5,000 00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	5,000 00
	General Excavation		Cu. Yd.	2,330	3 25	7,572 50
	Trench Excavation		Cu. Yd.	2,150	8 00	17,200 00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000 00
	Bituminous Base Mixture		Ton	4,270	14 00	59,780 00
	Asphalt in Bituminous Base Mixture		Ton	235	84 00	19,740 00
	3/4"-0 Aggregate Base		Ton	300	15 00	4,500 00
	Class "B" Asphalt Concrete Mixture		Ton	4,300	14 50	62,350 00
	Asphalt Cement in Mixture		Ton	280	84 00	23,520 00
	Asphalt in Tack Coat		Ton	3	200 00	600 00

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 2

Date 4 Apr 78

Section Tualatin Valley Hwy - S. Nectarine St (Cornelius) sec

County Washington

Kind Of Work Grading & Paving

Length 0.73 mi

Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Drain Pipe		Lin. Ft.	250	7.00	1,750.00
	Concrete Headwall		Lump Sum	All	Lump Sum	900.00
	8-inch Sewer Pipe		Lin. Ft.	68	7.50	510.00
	10-inch Sewer Pipe		Lin. Ft.	1,004	9.00	9,036.00
	15-inch Sewer Pipe		Lin. Ft.	620	11.50	7,130.00
	18-inch Sewer Pipe		Lin. Ft.	548	15.50	8,494.00
	21-inch Sewer Pipe		Lin. Ft.	972	17.50	17,010.00
	24-inch Sewer Pipe		Lin. Ft.	892	21.50	19,178.00
	Fiber Filter		Sq. Yd	265	3.00	795.00
	Extra for Pipe Under Pavement		Lin. Ft.	1,007	8.00	8,056.00
	3-inch PVC Pipe		Lin. Ft.	300	3.75	1,125.00
	Concrete Manholes		Each	12	800.00	9,600.00
	Concrete Inlets, Type CG-1		Each	40	400.00	16,000.00
	Concrete Inlets, Type CG-2		Each	1	430.00	430.00
	Concrete Walks		Sq. Yd	1770	10.00	17,700.00
	Concrete Driveways		Sq. Yd.	490	12.50	6,125.00
	Concrete Curbs		Lin. Ft.	7,360	6.50	47,840.00
	Extra for Asphalt Approaches		Each	27	200.00	5,400.00
	Adjusting Inlets		Each	2	250.00	500.00
	Adjusting Cleanouts		Each	4	100.00	400.00
	Setting Mailbox Posts		[illegible]	43	45.00	1,935.00
	3/4" - 1/2" Gravel in Drains		Cu. Yd	40	20.00	800.00
	Total					442,446.52

8774 FAS A678

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78
Donald L

5-25-78 Bid Letting ______ All Clear Deadline

SECTION T.V. HWY-S.NECTARINE ST. (CORNELIUS)
Highway FAS A678, Golf Crs. Rd.
County Washington Region M
Type of Work G.P.RR Sigs Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No Problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8774

STATE OF OREGON **INTEROFFICE MEMO**

TO: L.E. George
Traffic Engineer Supervisor

DATE: April ~~11~~ 18, 1978

FROM: Thomas H. Schwab
Transportation Analysis Engineer

Jim

SUBJECT: Sign Plans
Tualatin Valley Highway-
South Nectarine Street (Cornelius)
FAS A678 (S. 10th Ave.)
Washington County

At the request of Washington County, the street name signs on the subject section will be constructed with Washington County urban standard materials. These signs will be 6 3/4" sign blanks printed on both sides where possible with 4" B letters.

The signing will be done with county forces and should not be included as a contract item for this job. The county would however, expect to receive reimbursement for the work performed.

If you have any questions, please feel free to contact me.

js

cc: Jack Sullivan

4/17/78
Called Jon Rose - Asked him to contact county and make up Force Acc't for County Force Work - As soon as possible

4/18/78 - Talked to Jon Rose and County - will send in immediately

14 April 78
Copies to
Sither
Reynoldson

Check with Butler!

Versteeg
Christensen
George
Olsen
Terpin
I Sullivan
Scott
Savage

RECEIVED
APR 18 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

Call Jon Rose - Rick

8774

GENERAL FILES

ROW 18-2

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

PUX 1231

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

Enclosed is an original and nine copies of the Application of the City of Cornelius in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Washington County, one copy for service upon the Department of Transportation, one copy for service upon Northwest Natural Gas Company, one copy for service upon Portland General Electric company and three copies for use by your office.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosures
cc: H. S. Coulter
E. L. Hardt
C. T. Keasey
D. E. Swan
J. L. Sollis

RECEIVED
STATE HWY ENGR
APR 13 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

PUC Docket No. SXF ________

PUC Crossing No. F-761.60

DOT-AAR Crossing No. 753865J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of The City of Cornelius
(name of applicant)

for the authority, pursuant to ORS 763. 030, to
(020/030/040)

alter and change protection a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of S. 10th Avenue
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Westside Branch
(name of railroad main or branch line or other trackage)

in Cornelius, Washington County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☒ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $ 37,500.00

☐ Federal-Aid Highway System funds.*

☐ Other Federal funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (31) 10-77
Replaces AX-1/75

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) X Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) X Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ________________________________

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

Yes If no, why not? ________________________________
(yes/no)

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: City of Cornelius

Address: City Hall, Cornelius, OR 97113

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 761.60

City Cornelius

Nearest railroad station ____________

County Washington

The proposed project is to be in the ______ 1/4 of the ______ 1/4 of Section 4, Township 15, Range 3 W, W. M.

4. Name of public highway involved in this project:

S. 10th Avenue

Name of public authority with jurisdiction over this highway:

City of Cornelius

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Westside Branch
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. City of Cornelius
c. Oregon Department of Transportation, Highway Division
d. Washington County
e. Northwest Natural Gas
f. Portland General Electric

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Widen the existing street to 40 feet, install curbs and sidewalks. Install #2B Cantilever flashing lights and #4 drop arm gates each side of crossing, just outside of the sidewalks.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To provide a better facility for the motoring public and to give more adequate warning of an impending train movement through the crossing

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

No (yes/no) If no, why not? Lack of horizontal clearance, and economically unfeasible

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

Tangent

(2) *Width--The highway is 24 feet wide at the crossing at present; after completion of the project, it will be 40 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--			After completion--		
Shoulder** of	2	feet	Shoulder of	8	feet
2 lane(s) at	10	ft. ea.	2 lane(s) at	12	ft. ea.
Median of		feet	Median of		feet
lane(s) at		ft. ea.	lane(s) at		ft. ea.
Shoulder of	2	feet	Shoulder of	8	feet

---

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--

	At present:	After completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asph.-w/Timber	Gum Plank
Type of surface on shoulders;	Gravel	Asphalt
Condition of surface:		
on approaches	Fair	New
at crossing	Poor	New
Is the highway curbed on the approaches?	No	Yes
Is there one or more sidewalks at this crossing?	No	Yes

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

5' Aggregate sidewalk on east side and 5' concrete sidewalk on west side of street, both adjacent to curb.

(4) Gradient, going toward crossing on--

	At present:	After completion:
N (N or E) approach	± +0.4 %	± +0.39%
S (S or W) approach	± +3.5 %	± +3.5 %

(5) Nearest public roadway intersection on each approach--

(a) N (N or E) approach: 150 ft; ADT 9,500

(b) S (S or W) approach: 100 ft; ADT 400

Name of road or highway:

(a) Baseline St. (Tualatin Valley Highway)

(b) S. Alpine Street

Public authority with jurisdiction over road or highway:

(a) Oregon DOT, Highway Division

(b) City of Cornelius

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

Two crossbucks to be removed, one advance warning sign and one pavement marking on south approach to be relocated.

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	2	2

Name of each track from N (N or E) to S (S or W):

Mainline
Spur

(2) Angle of intersection--	90°	90°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
E (N or E) of crossing:	1000+ ft.	1000+ ft.
W (S or W) of crossing:	410 ft.	410 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 2650; After completion: 3400;

Expected 5 years from completion: 3950.

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion:
300 ft. from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	25 mph	25 mph
At crossing:	20 mph	25 mph
Posted speed limit on approaches:	Not Posted mph	Not Posted mph
(3) Direction of traffic flow:	N & S (N & S, etc.)	N & S

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	4	4
Switching movements:	2	2
Passenger trains:	0	0

(2) Speed of trains--

Maximum allowable:	12 mph	12 mph
Typical:	10 mph	10 mph
Slowest Normal:	2 mph	2 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 1000+ ft. to right; 1000+ ft. to left

S (S or W) approach: 1000+ ft. to right; 1000+ ft. to left

13.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 150 ft. to right; 130 ft. to left

S (S or W) approach: 210 ft. to right; 170 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

NO (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? NO (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Cantilever lights to be used

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2B flashing lights w/gongs & #4 automatic gates

Number of such devices: 2 each ; To be located as follows: Each side of crossing 24' from roadway centerline

(1) Who will perform the installation: Southern Pacific Transportation Co.

(2) Estimated cost of installation: $ $50,050.00 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
State Railroad Protection Fund	75%
Southern Pacific Transportation Company	20%
City of Cornelius	5%

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co	100

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: Advance warning signs and pavement markings

Number of such devices: 2 each ; To be located as follows: Each side of crossing, on approaches

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 200.00 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT	100

(4) Who will maintain these devices? City of Cornelius

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Cornelius	100

c. Protection type: N/A

Number of such devices: ________; To be located as follows:

(1) Who will perform the installation?

(2) Estimated cost of installation: $ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 5,500.00

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon,DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division 52%, Southern Pacific Trans. Co. 48%

b. Remainder of crossing area: Oregon DOT, Highway Division 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Cornelius

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Cornelius

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Main Track - GCP units

Siding - DC track circuit

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

Yes (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

Powerline on east side of street, Portland General Electric Co.

SECTION III. Separated Crossings N/A

20. At the crossing, the highway will be ________ (above/below) the railroad tracks.

39. (Continued)

If no, explain why not: All crossings required for the expedient flow of traffic and for access.

40. Other items of construction and cost distribution:

NO

* *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Hwy. Dwg 9B-15-28
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 11,12

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at ______________________, Oregon this ________

day of ______________________, 19____.

CITY OF CORNELIUS

Norbert C. Chartrey
(Applicant) Mayor

____
(Attorney)

I, Norbert C. Chartrey, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

Norbert C. Chartrey
Mayor

STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 6th day of April, 1978.

M. Marie Mansfield
(Notary Public for Oregon)

My Commission Expires: 8-6-79

30. (Continued)

Route B: ______________________________

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________________

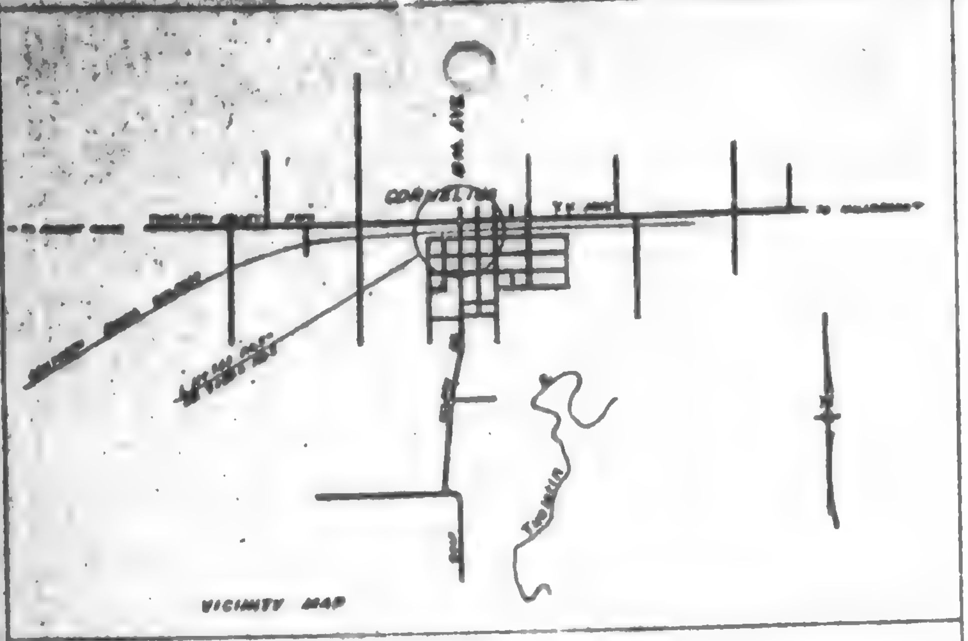
37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance? ______________________________

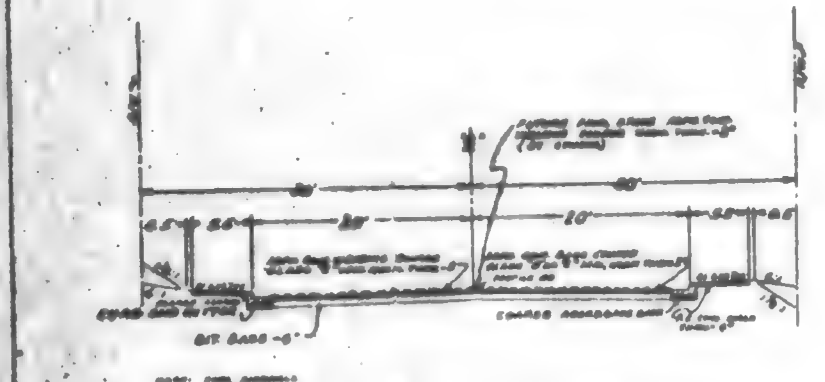
SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? NO (yes/no)

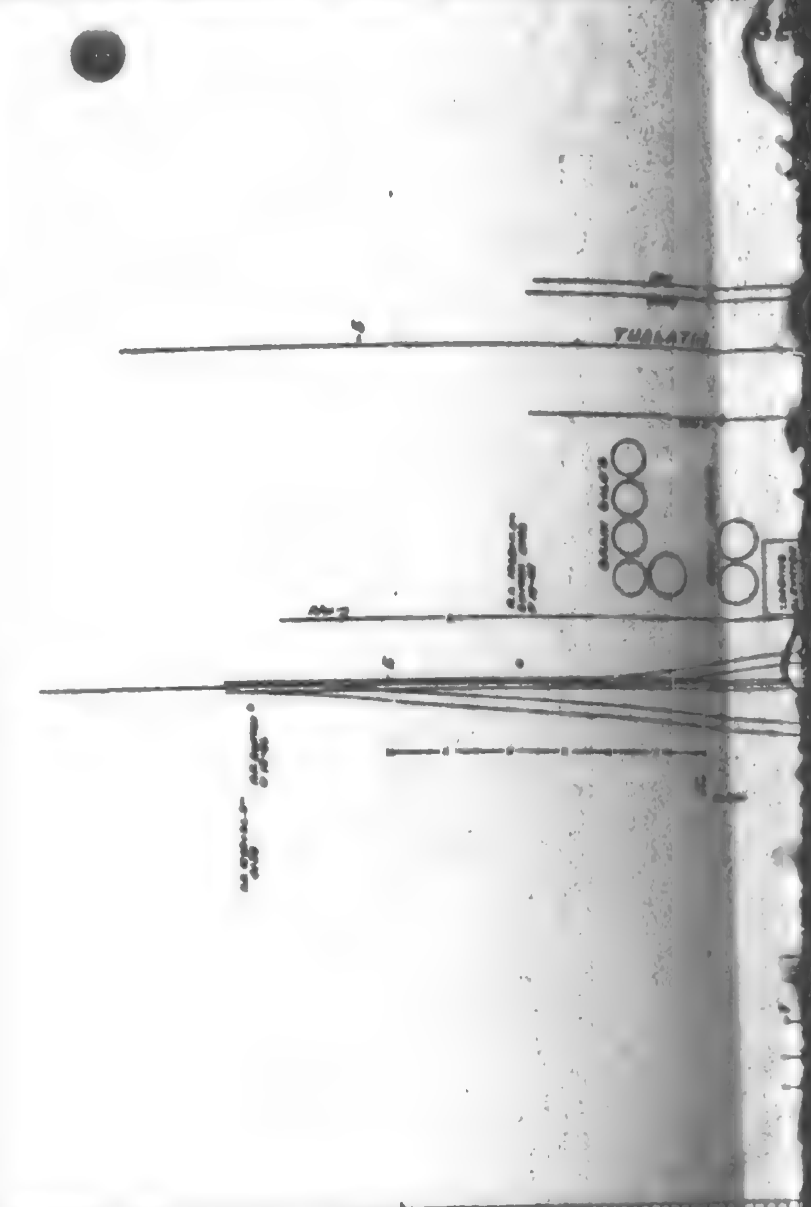
If yes, list and explain: ______________________________

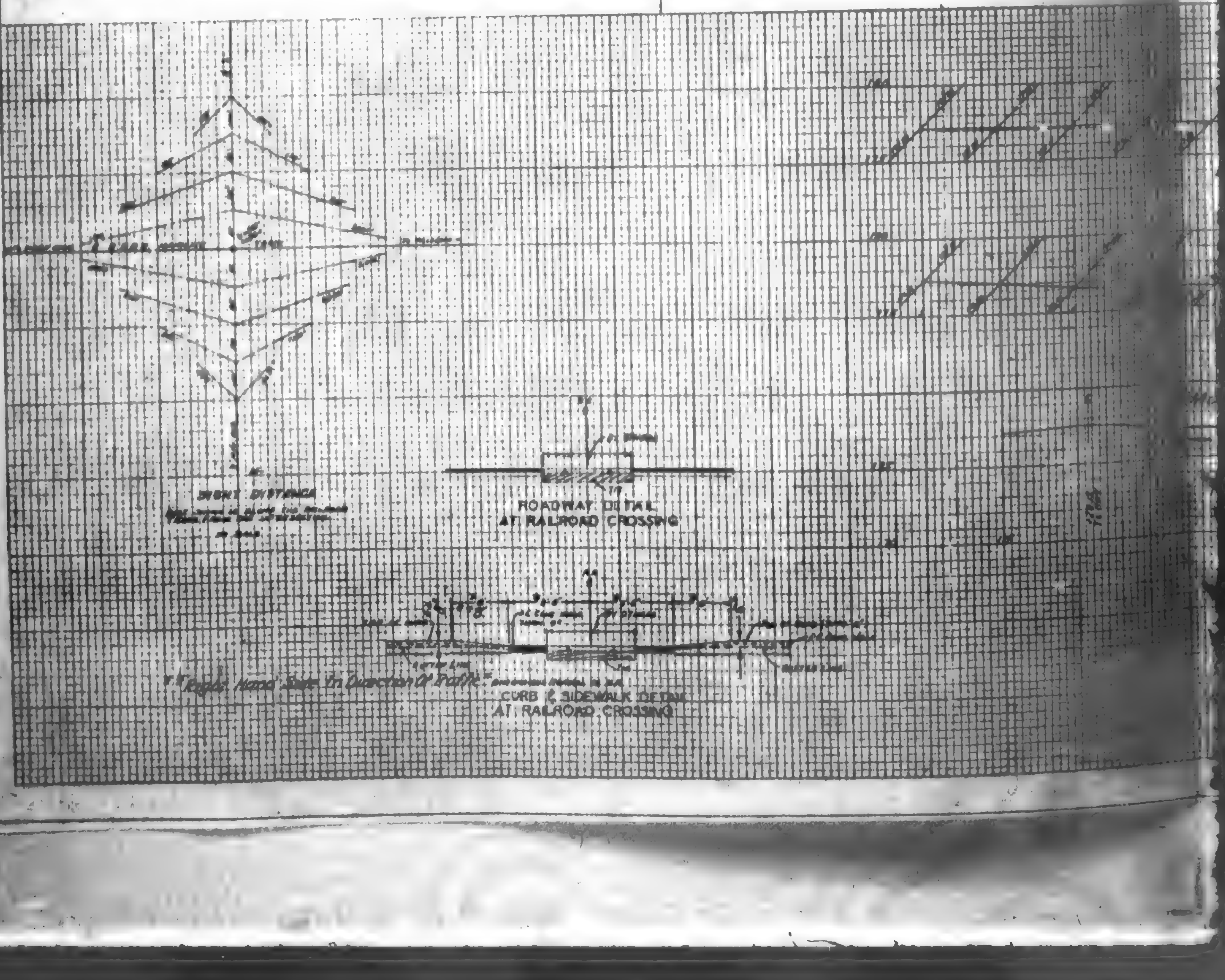


VICINITY MAP



TYPICAL SECTION



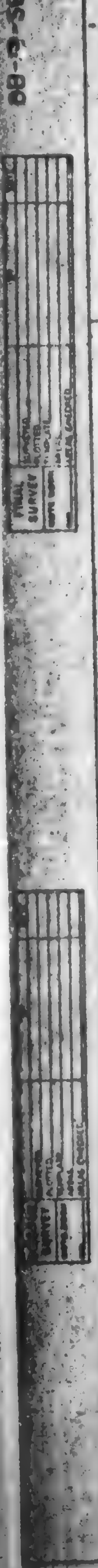


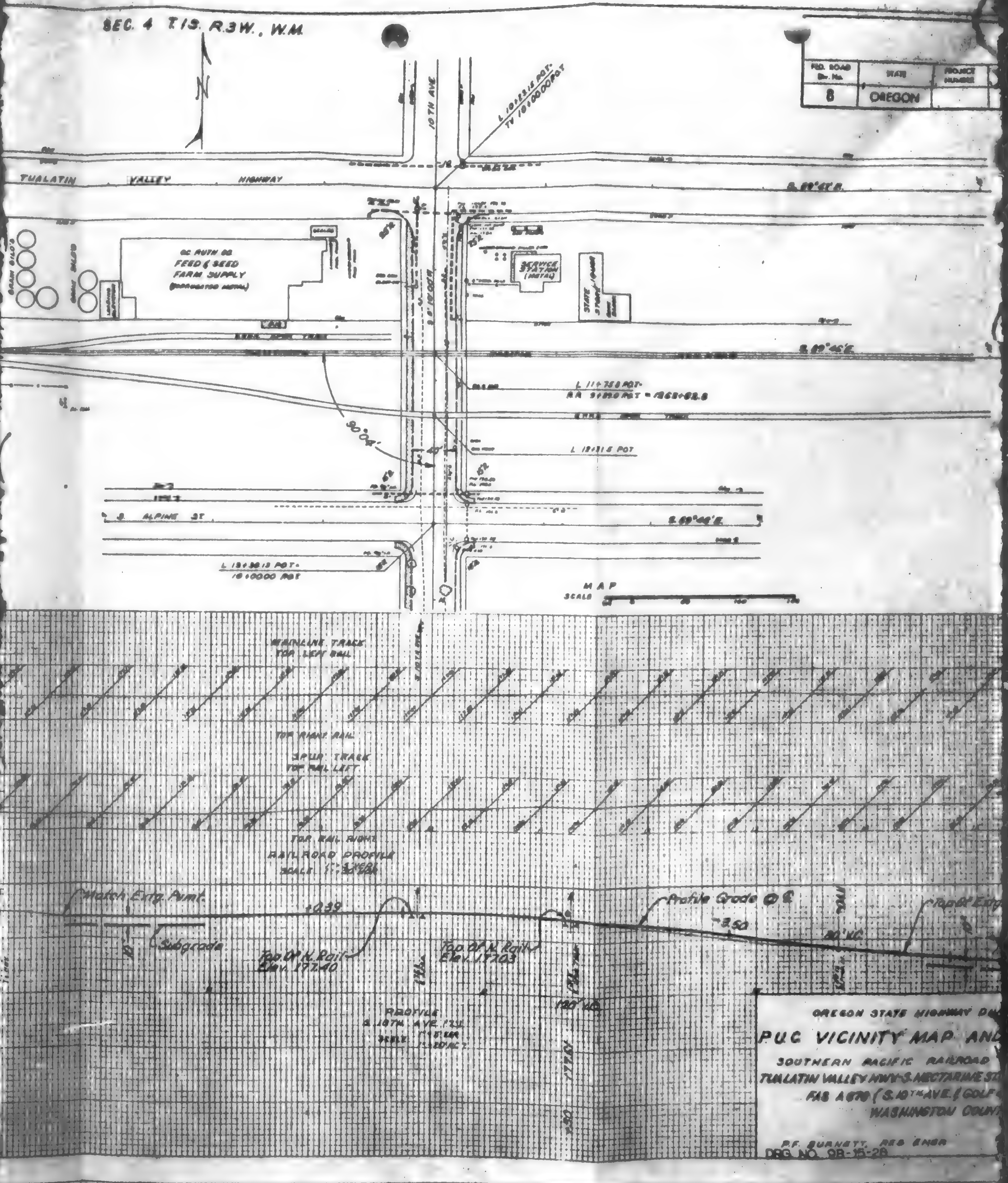
SIGHT DISTANCE

ROADWAY DETAIL AT RAILROAD CROSSING

* Right Hand Side In Direction Of Traffic

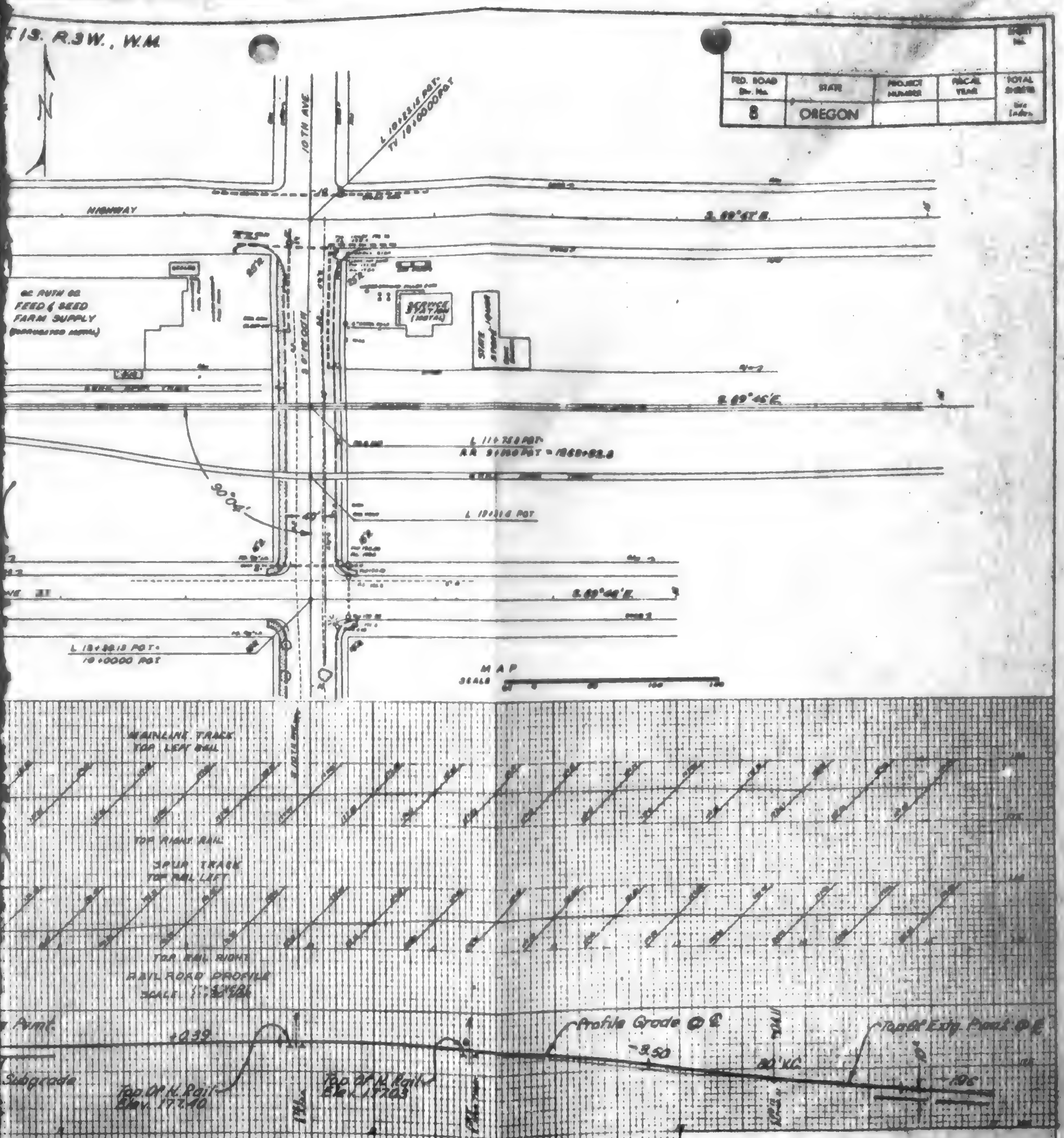
CURB & SIDEWALK DETAIL AT RAILROAD CROSSING




SEC. 4 T.1S. R.3W., W.M.
N
FED. ROAD DIV. No.
STATE
PROJECT NUMBER
8
OREGON
10TH AVE
L 101+23.15 POT.
TV 101+00.00 POT
TUALATIN VALLEY HIGHWAY
S. 89°42' E.
FEED & SEED
FARM SUPPLY
SERVICE STATION
S. 89°40' E.
L 111+75.0 POT.
RR 31+50 POT = 1262+62.8
90°04'
L 121+31.5 POT
S. ALPINE ST.
S. 89°40' E.
L 131+30.13 POT.
10+00.00 POT
MAP
SCALE
MAINLINE TRACK
TOP LEFT RAIL
TOP RIGHT RAIL
SPUR TRACK
TOP RAIL LEFT
TOP RAIL RIGHT
RAILROAD PROFILE
Match Extg. Pvmt.
+0.39
Subgrade
Top Of N. Rail
Elev. 177.40
Top Of N. Rail
Elev. 177.03
Profile Grade @ ℄
-3.50
80' V.C.
Top Of Extg
120' V.C.
PROFILE
S. 10TH AVE.
177.61
OREGON STATE HIGHWAY DI
P.U.C. VICINITY MAP AND
SOUTHERN PACIFIC RAILROAD
TUALATIN VALLEY HWY-S. NECTARINE ST.
FAS A678 (S. 10TH AVE. & GOLF
WASHINGTON COUN
P.F. BURNETT, RES ENGR
DRG. NO. 9B-15-28

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

SHEET No.



OREGON STATE HIGHWAY DIVISION

P.U.C. VICINITY MAP AND PROFILE

SOUTHERN PACIFIC RAILROAD CROSSING
TUALATIN VALLEY HWY-S. NECTARINE ST. (CORNELIUS) SEC.
FAS A678 (S. 10TH AVE. & GOLF COURSE RD.)
WASHINGTON COUNTY

P.F. BURNETT, REG. ENGR. APRIL 1977
DRG. NO. 9B-15-28

9B-15-28

2774

ROW 18-2

FAS A678

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1978

Southern Pacific Trans. Co.
324 Union Station
Portland OR 97309

ATTN: R. L. Johnston

Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Section
FAS A678 (S. 10th Ave. & Golf Course Rd.)
Washington County
SPTC File 911626/321-2

Dear Dick:

This will acknowledge Mr. J. W. Ferguson's April 10 letter suggesting a revision in the curb near the railroad crossing.

I have discussed the suggestion with our designers and they will revise the plans accordingly.

Yours truly,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de

bc: E. L. Hardt-w/att.
J. H. Versteeg-w/att.
Lyle Watson-w/att.

RECEIVED
APR 13 1978
ENGINEERING SECTION

✓ Versteeg
gh copy Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

J. E. NEAL
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
E. A. HOWDEN
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 10, 1978

911626/321-2

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Trygstad:

Referring to your letter of March 16, 1978, concerning preliminary plans, Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Section, S. 10th Ave., & Golf Course Road in Washington County.

Review of your plans would refer you to Sheet # 2-A, lower left-hand corner concerning"Curb & Walk Detail at Railroad Crossing." The drawing shows 8½' from centerline to beginning of curb, then an additional 8' before curb reaches its full 8" height for 16½' from centerline. As our gate would be located 15' from centerline, this will not provide adequate protection of an 8" curb at this point. Would suggest that the curb be started 10' from centerline of the track at its full 8" height, in order to provide us with maximum protection.

If you have any questions concerning this matter, please contact R. L. Johnston of this office.

Yours truly,

J. W. Ferguson

RECEIVED
APR 11 1978
RR & UTILITY UNIT

9774

F-761.60

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

March 27, 1978

Roger Trygstad
Railroad Utility Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Roger:

I am enclosing a copy of a letter we have sent to the City of Cornelius relative to the Public Utility application to install railroad protection gates on South Tenth Avenue in the City of Cornelius at the Southern Pacific Transportation Company line. The application had been sent to Washington County with a letter indicating Washington County had jurisdiction at South Tenth Avenue. The City of Cornelius does have jurisdiction over that portion of roadway and therefore I have forwarded the application to the City for their approval.

$50,500 total
75% [illegible]
20% SPTC
5% City

Washington County has also talked with the Public Utility Commission and we have received verbal authorization to indicate that the railroad gates will be funded 75 percent by State Grade Crossing Protection Fund, 20 percent by Southern Pacific Transportation Company and 5 percent by the City of Cornelius. I am enclosing a copy of a letter dated last July to Jon Rose, the Regional Federal Aid Engineer, whereby Washington County had indicated our desire to try to find some outside funding so that we would not have to utilize our federal aid secondary dollars. In as much as this funding is now available, we have taken the liberty of changing the funding schedule on the application before we forwarded it to the City. If you have any questions concerning our intentions, please feel free to contact me.

Yours very truly,

Dave Herb

Dave Herb
Traffic Engineering Supervisor

xc - Cliff Laur

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 2[illegible] 1978
File: PM FA
TAA LG OP

DH:ja
Enclosures

RECEIVED
MAR 28 1978
RR & UTILITY UNIT

8774 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 21, 1978
Salem OR 97310

FILE: ROW 18-2

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

SUBJECT: Service Contract No. 78-003
Crossing No. F-761.60
S. 10th Ave. (Cornelius)
Washington County
ODOT Agreement No. [redacted]

BUILDING

Attached is a copy of a March 16 letter I sent to you regarding the subject project.

In the second paragraph of that letter, I indicated that this was a Title II project. This was in error. The project is to be done with Federal Aid Secondary "G" funds.

attc.
RDT:de
cc: G. L. Green-w/copy letter
C. T. Keasey-w/copy letter
J. L. Sollis-w/copy letter
Dick Bladorn-w/copy letter
V. E. Skoog-w/copy letter
D. E. Swan-w/copy letter
E. L. Hardt-w/copy letter - Please advise Resident Engineer

Cy by Boyd
2-28-76
has been
V

NOTED
C. W. HEAD

8774.

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE

March 16, 1978
Salem OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Service Contract No. 78-003
Crossing No. F-761.60
S. 10th Ave. (Cornelius)
Washington County
ODOT Agreement No. RR-916

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the grade crossing of Southern Pacific Transportation Company's West Side Branch and S. 10th Avenue in Cornelius, Washington County, Oregon.

The cost of the installation of these grade crossing pootection devices will be borne 90 percent by Title II, 1976 Federal Highway Act funds, with the remaining ten percent being borne by the State Grade Crossing Protection Account. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's work under the terms of the Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of this agreement.

RDT:de
attc.
cc: G. L. Green-w/copy agreement
C. T. Keasey-w/copy agreement
J. L. Sollis
Dick Bladorn-w/copy agreement
V. E. Skoog-w/copy agreement
D. E. Swan-w/2 copies agreement
E. L. Hardt-w/2 copies agreement - 1 copy for Resident Engineer

NOTED
C. W. HEAD

ROW 18-2

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 3, 1978

Southern Pacific Trans. Co.
One Market Street
San Francisco CA 94105

Service Contract No. 78-003
Crossing No. F-761.60
S. 10th Ave. (Cornelius)
Washington County
ODOT Agreement [redacted]

ATTN: W. J. Jones

RAILROAD CONTRACTS
FILE No. 916

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract Agreement for the above captioned grade crossing in Cornelius. These documents were approved and signed by the Right-of-Way Engineer and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit B and shown on Dwg. A-5586 as of February 28, 1978. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to February 28, 1978, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: Southern Pacific, Portland
bc: G. L. Green-w/copy agreement
C. W. Head
C. T. Keasey
J. L. Sollis
Dick Bladorn-w/copy agreement
V. E. Skoog-w/copy agreement
D. E. Swan-w/2 copies agreement
E. L. Hardt-w/2 copies agreement.

NOTE TO HARDT: Please have an Order for State Force Work prepared and submitted for this work. Return one copy of Exhibit B with SFO. One copy of Service Contract to Resident Engineer. Please advise as to who Resident Engineer will be.

[illegible] Boyle 2/28/78

3/17/78 noted - re [illegible] for

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8774

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-10-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-RSG-A 678(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70326

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
		Secondary A 678
		STATE ROUTE NUMBER
2-7-77	2-28-78	County Road

GENERAL LOCATION:

"Tualatin Valley Highway-SCL Cornelius Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXOR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-9-78 I approve the program change adding the following for joint financing of the subject project:

Prefix Letters	APPN Code	Total Cost	Federal Funds
RSG	076	$ 50,050 -	$ 50,050

Also, as requested in Mr. Swan's 3-9-78 letter, you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company approved by the Highway Division on 2-28-78, at a total estimated cost of $50,050.

NOTED
F. B. KLABOE

Swan
3-14

DATE
3-10-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8774

STATE OF OREG

INTEROF CE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: February 22, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Letter of Justification
Striping and Permanent Signing
FAS-C Projects
Washington County

Here is a letter from Washington County asking that striping and permanent signing be performed by County forces on two FAS-C projects (Sherwood Boulevard from Pacific Highway West to Third Street; and Golf Course Road from the T.V. Highway to South City Limits in Cornelius). As pointed out in the letter, the County is equipped to do this work expeditiously so that the projects would not be left without signing and striping for extended periods dependent on the contractor's scheduling. We feel that handling the striping and signing in this way is justified by the benefits to the traveling public in safety and traffic flow.

Please advise if this is satisfactory.

Jon, 3/3/78

Would you have the County make up a force order for each of these and send them to this office. We will submit them to FHWA. This will grant the approval and authority for the county to do this work GR

JR/ldo

Attachment

Sent copies of County Force Orders

cc: Max Klotz

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 24 1978
M
File: PM FA LG OP
TAA ~~[illegible]~~ Hal

81-125-1387

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

February 15, 1978

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am writing in reference to the two FAS-C projects that will be going to contract this spring (Sherwood Blvd. and Golf Course Road). As our forces are continually maintaining signing and striping throughout the county on a yearly basis, we feel it would be to the contractors and our benefit to perform these functions on the two FAS-C projects. As we have the equipment necessary for this work, we would be available almost at a moments notice.

Please look into this matter, and if agreeable to the state, write a work order for the county to perform the signing and striping.

Yours very truly,

Mike

Mike Borresen
Civil Engineer

MB:pj

MA PDM PDE TSE SPC
ODOT - METRO
FEB 17 1978
[illegible] FILE T/A

Jon Rose - Telephone - 4/25/78

T.V. Hwy. - S. Nectarine St. (Cornelius)

County estimate for striping & signing

Material	2310.57
Labor	812.52
Lease Equ.	296.40

5774

OREGON STATE HIGHWAY DIVISI
117 DOT Building
Salem, Oregon 97310

1-30-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A678(1)
Project Name Tualatin Valley Hwy. - S. Nectanine St (Cornelius)
Golf Course Road FAS A678 534

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 10th day of January, 1978

County of Washington

~~County Judge~~/Chairman

~~Commissioner~~

~~Commissioner~~

Certified By:

Regional Right-of-Way Supervisor
Date 1-30-78

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-26
DATE 1-10-78
BY
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8771

[illegible]

Inter-Department Correspondence

Date January 3, 1978
for Meeting of: January 10, 19

to : Honorable Board of County Commissioners

from : Director of Public Works

Subject : Right-of-Way Certification - Golf Course Road

There is a proposed FAS (Federal Aid Secondary) project for the improvement of Gold Course Road in the City of Cornelius. This is a joint effort with the City. The local match for the federal road funding will be by property owners through the LID (Local Improvement District) process.

Attached to the original of this memo is a right-of-way certification statement indicating the necessary right-of-way for the project has been acquired. There is also a letter from the City of Cornelius stating the right-of-way has been acquired.

RECOMMENDATION: Your Board, through the Board Chairman, sign the certification that existing right-of-way is available for the Golf Course Road project.

Respectfully submitted,

John F. Crockett

John F. Crockett

JFC:pj
Attachment

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-26
DATE 1-10-78
BY Jo Ann Johansen
CLERK OF THE BOARD

8774

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 29, 1977

TO: GERRY WIMER
Local Government Programs Engineer

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Washington County Approval
10th Avenue-Golf Course Road Project
City of Cornelius

Here is a set of plans approved by Washington County. The City of Cornelius approved the plans previously and the City's November 18 approval letter was sent to you on November 22. Please forward this to the Location Section for necessary action.

JR/ldo

Attachment

cc: Region 1 w/attachment

c.c. D.O. ~~[illegible]~~
Christensen

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 30 1977
TAA Grange
File: PM FA
LG OP

81-125-1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

November 21, 1977

Jon Rose, Federal Aid Engineer
Metropolitan Section
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Tenth Avenue-Golf Course Road Project

Dear Jon:

Attached is one copy of the design plans for the subject project stamped approved and signed by John Crockett with a couple of suggested changes noted on sheets 5 and 6. I have sent a copy of the plans to the City of Cornelius and their engineer will be returning that set stamped approved to either you or to Earl Purdy.

Should you have any questions regarding the project or the comments we have made, please feel free to contact me.

Very truly yours,

Jerome Morse

Jerome J. Morse, P.E.
Chief, Engineering Services

JJM:ja
Enclosure

OREGON

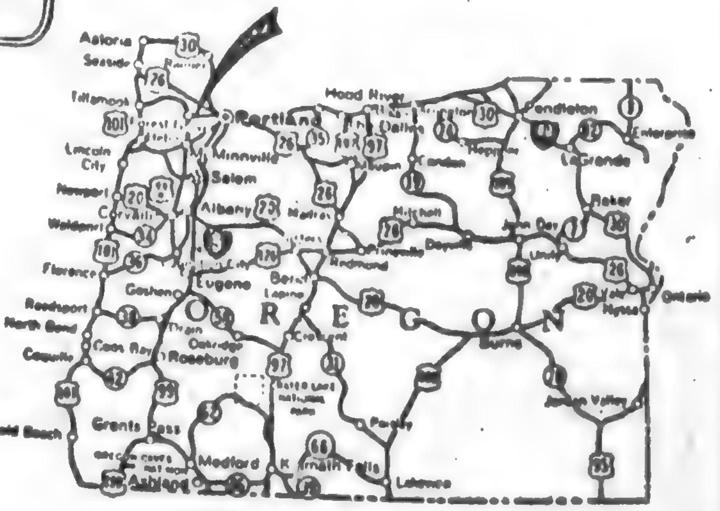
AY DIVISION

OSED PROJECT

PRELIMINARY COPY
SEP 21 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TUALATIN VALLEY HWY.~ S. NECTARINE ST. (CORNELIUS) SEC. FAS A678 (S. 10TH AVE. & GOLF COURSE RD.) WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

LLEY HWY.-
CORNELIUS) SEC.
& GOLF COURSE RD.)
COUNTY



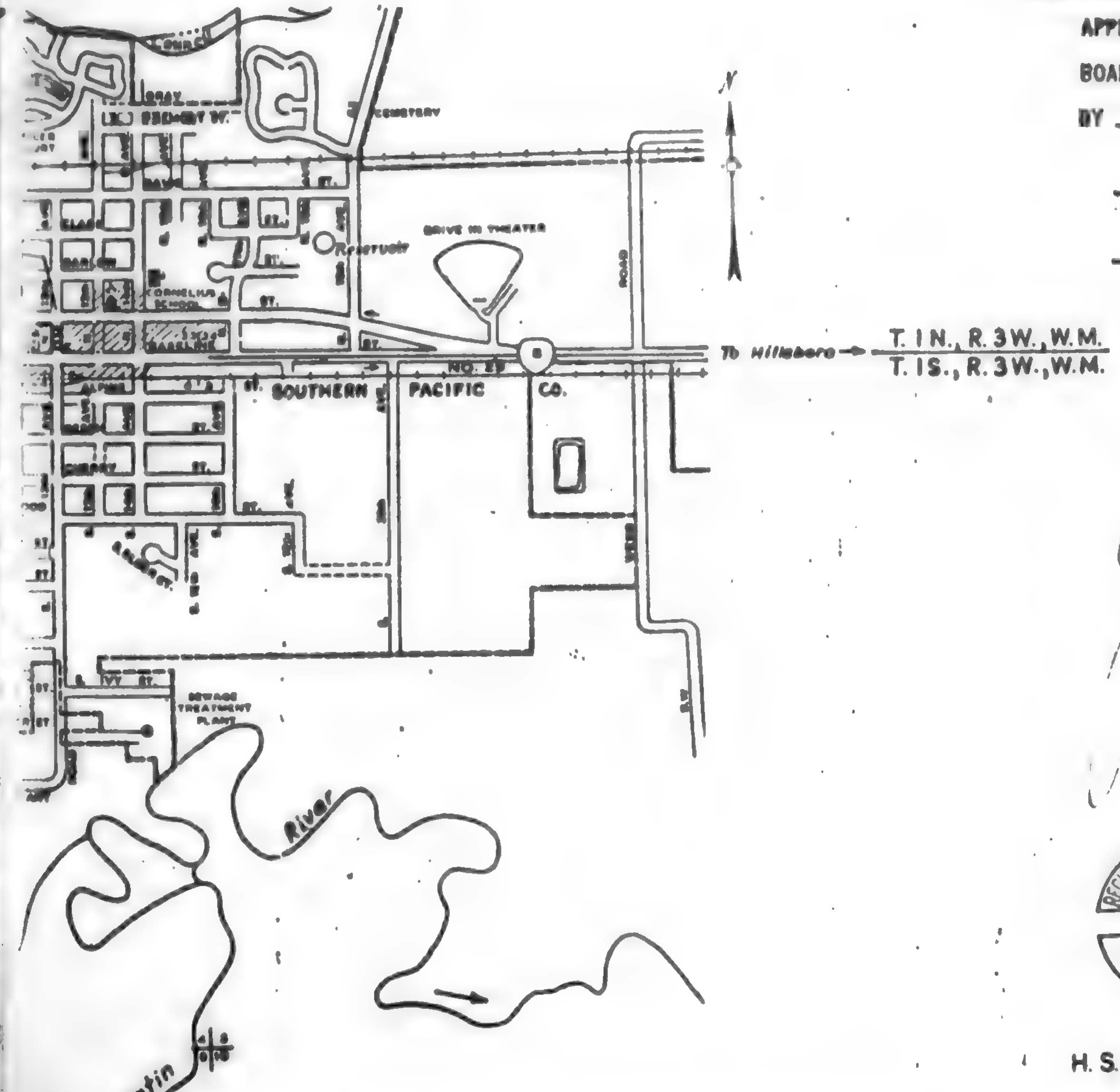
APPROVED _______________ 19___

BOARD OF COMMISSIONERS OF __________ COUNTY

BY _______________ COMMISSIONER

_______________ COMMISSIONER

_______________ COMMISSIONER



APPROVED
[illegible] COUNTY
[illegible] Works
Date 11-9-77
As noted Sheets 5+6

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	TECHNICAL SERVICES ENGINEER

Map
00 2400
Feet

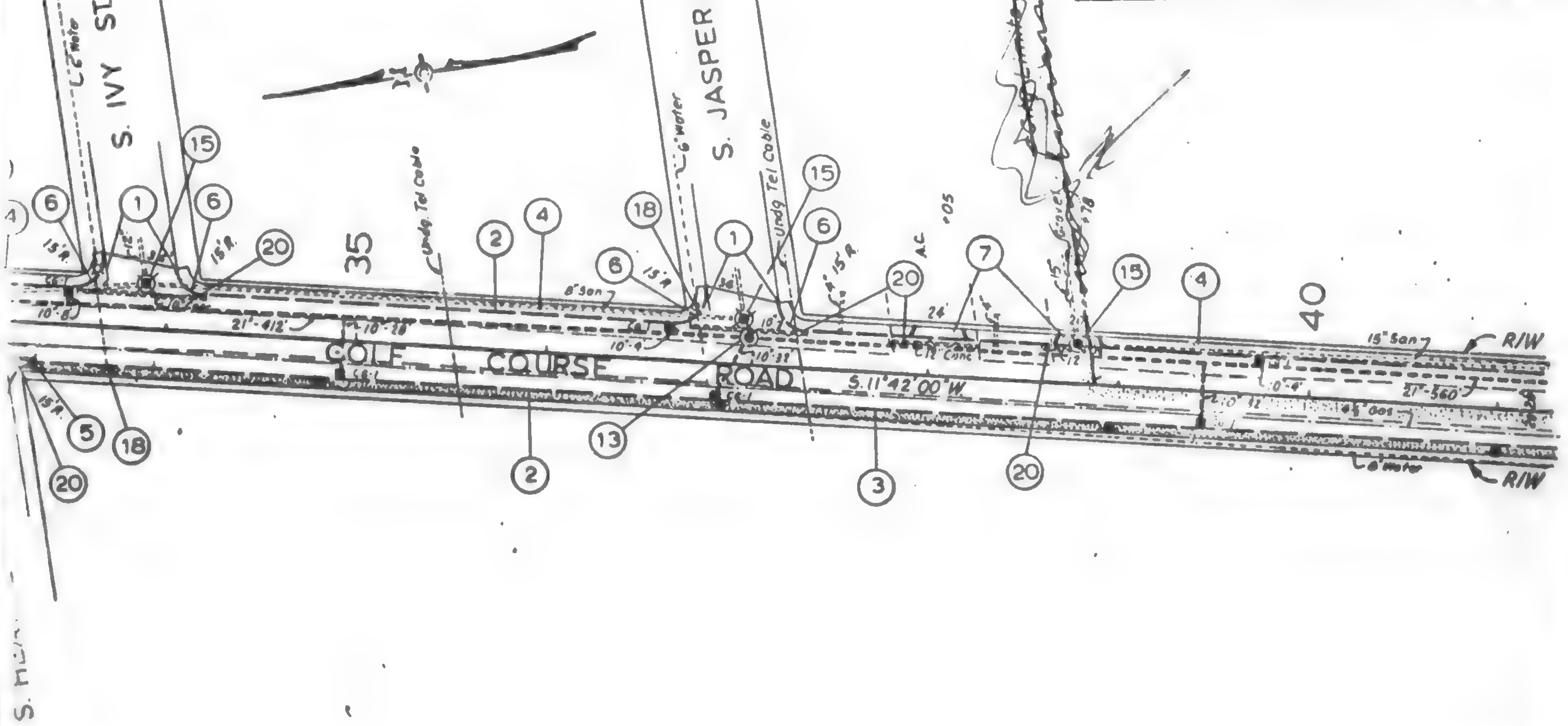
OREGON TRANSPORTATION COMMISSION

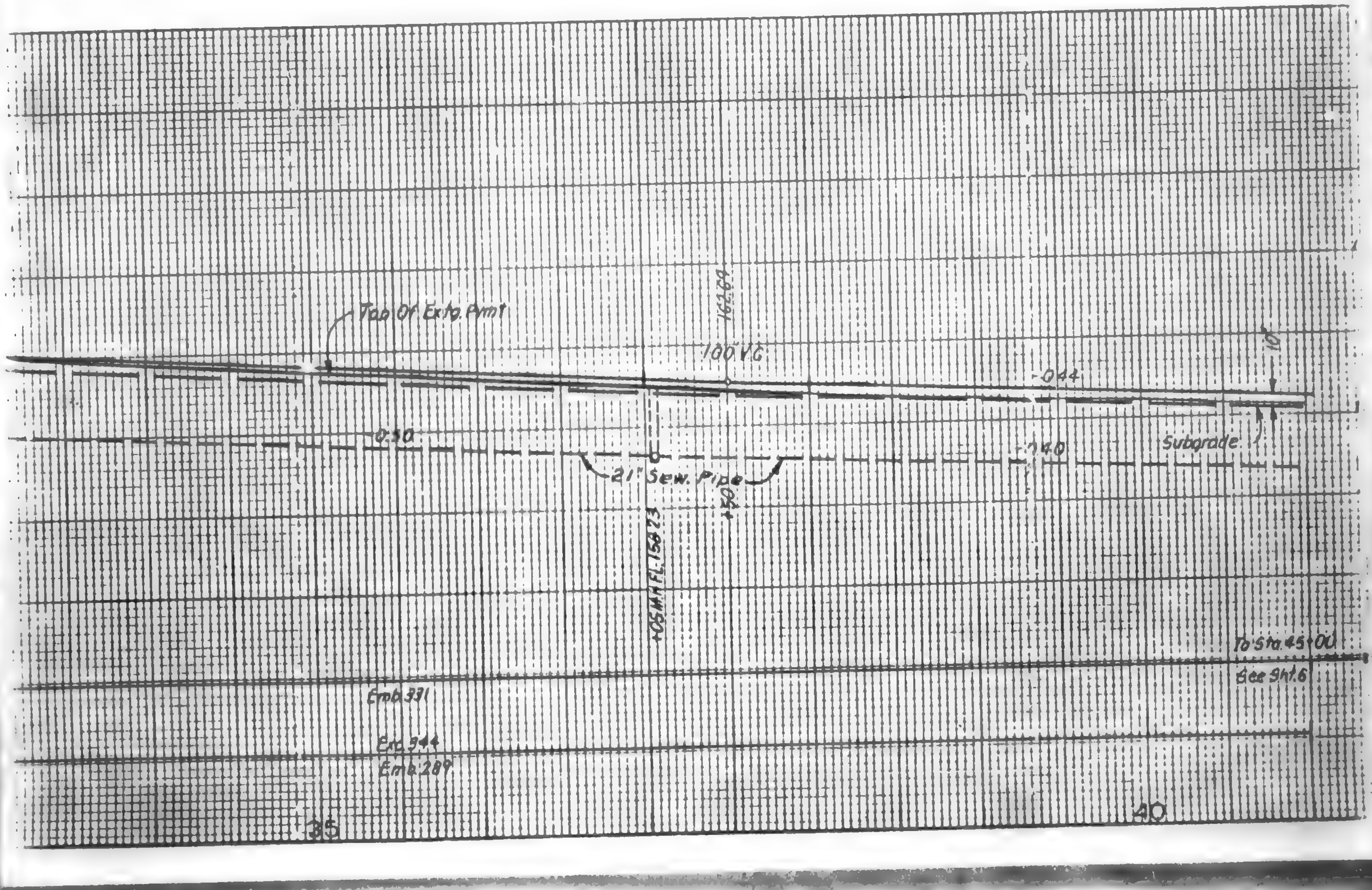
Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

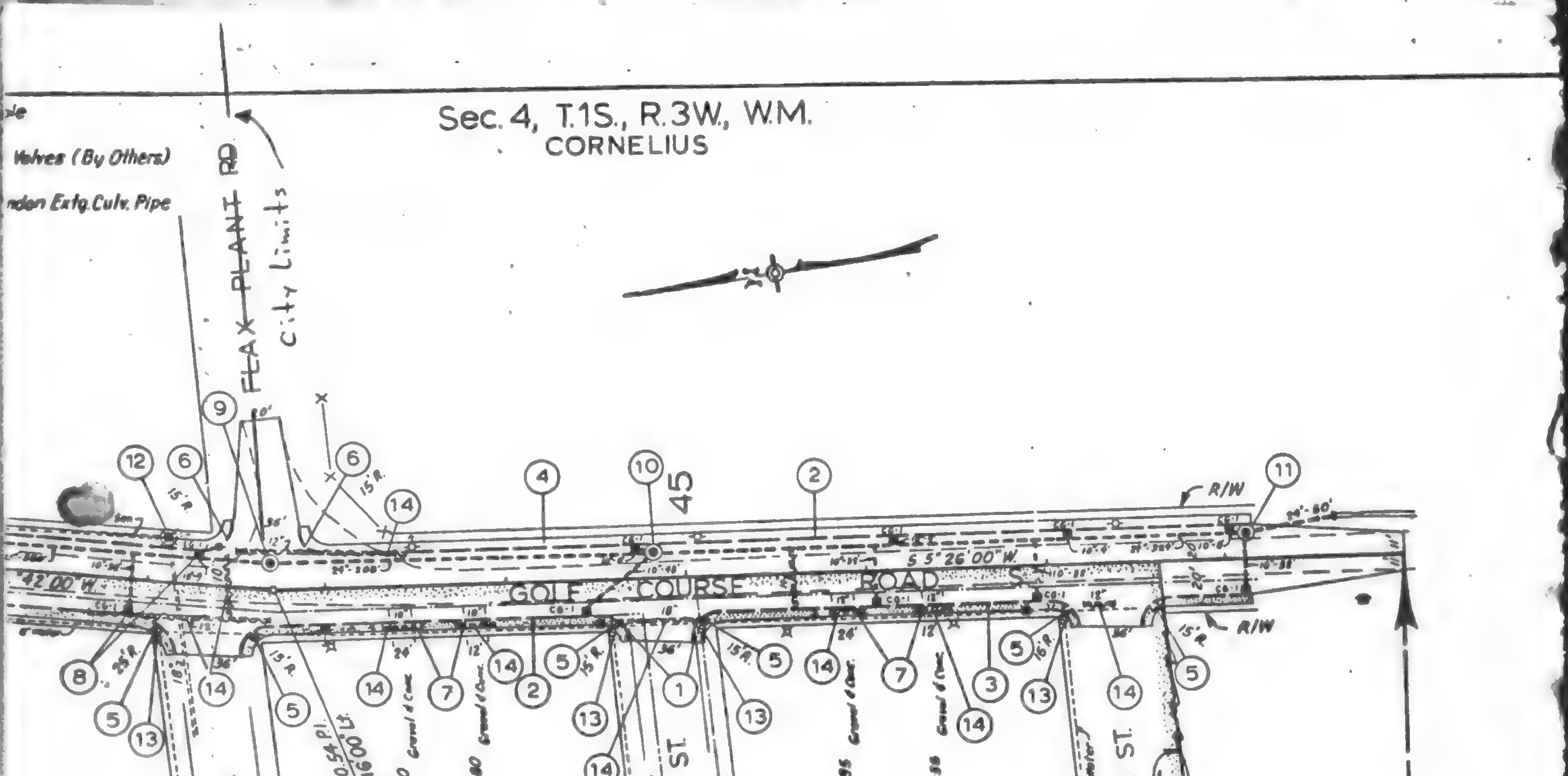
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
_______________ DISTRICT ENGINEER _____ DATE

R.3W., W.M.
IUS

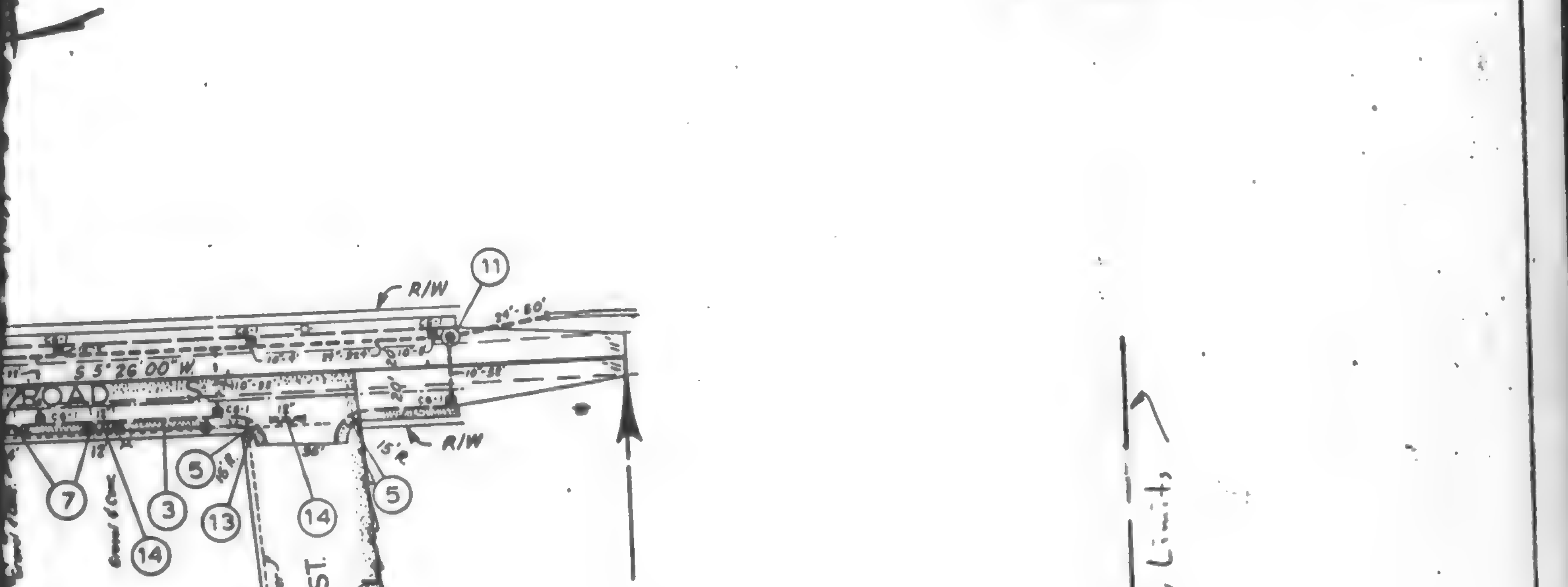
TUALATIN VALLEY HWY.– S. NECTARINE ST. (CORNELIUS) SEC. FAS A678 (S. 10TH AVE. & GOLF COURSE RD) WASHINGTON COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index






Sec. 4, T.1S., R.3W., W.M.
CORNELIUS
Valves (By Others)
ndon Extg. Culv. Pipe
FLAX PLANT RD
City Limits
45
GOLF COURSE ROAD
S 5°26'00" W.
42'00" W.
R/W
S. LINDEN ST.
S. MAGNOLIA ST.
S. NECTARINE ST.
City Limits
42+70.54 P.I.
∠6°16'00" Lt.
6" Water
6" Water
Undg. Tel. Cable
1" Gas
Gravel & Conc.
15' R.
25' R.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
Sugges
point abo
the very
Profile Grade @ ℄
Top Of Extg. Pvmt. @ ℄
Match E
Match Extg. Dit
100 V.C.
-0.44
-0.17
-0.10
-0.20
-0.20
-0.20
Subgrade
21" Cem. Pipe
24" Sew. Pipe
24" Sew. Pipe

TUALATIN VALLEY HWY.– S.NECTARINE ST. (CORNELIUS) SEC. FAS A678 (S.10TH AVE. & GOLF COURSE RD) WASHINGTON COUNTY				SHEET No 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



Suggest artificial low point about 46+90 to avoid the very flat 0.17% slope.

8774

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97221
November 16, 1977

Earl C. Purdy

FROM: Earl C. Purdy
Resident Locating Engineer

SUBJECT: Tualatin Valley Hwy. -
S. Nectarine St.
(Cornelius) Section

TO: Robert N. Bothman
Metro Administrator

Attention: Robert T. Ewen
Location Engineer

We have met with Mr. S. Goodrich and Mr. R. Wright, City Manager and Engineer respectively, to discuss the preliminary plans for the above named project on this date.

They requested no changes in the project design, but were concerned about two items:

1. Sheet No. 6, the flat grade (0.17%). There would be a possibility, during high intensity rain periods, that the water would not run off the pavement and would be hazardous. It was pointed out that there were extra inlets designed for this area and the 0.03 ft. per ft. crown would adequately handle this adverse condition.
2. The request for a signal at S. 10th and railroad (SP) as mentioned on page 2 of the Report of Survey (by F. Burnett) has not been completely addressed.

I have requested that the city submit a letter approving mentioned plans and construction easement letters from the property owners to this office.

[illegible] [illegible] [illegible] TSE [illegible]

NOV 17 1977

AM PPS FILE T/A

8774

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97221
November 9, 1977

Earl C. Purdy

FROM: Earl C. Purdy
Resident Locating Engineer

SUBJECT: Tualatin Valley Hwy. - South Nectarine St. (Cornelius) Section
FAS A 678

TO: Robert N. Bothman
Metro Administrator

Attention: Bob Ewen

MA PDM PDE TSE SPC
ODOT - METRO
NOV 10 1977
AM PPS FILE T/A

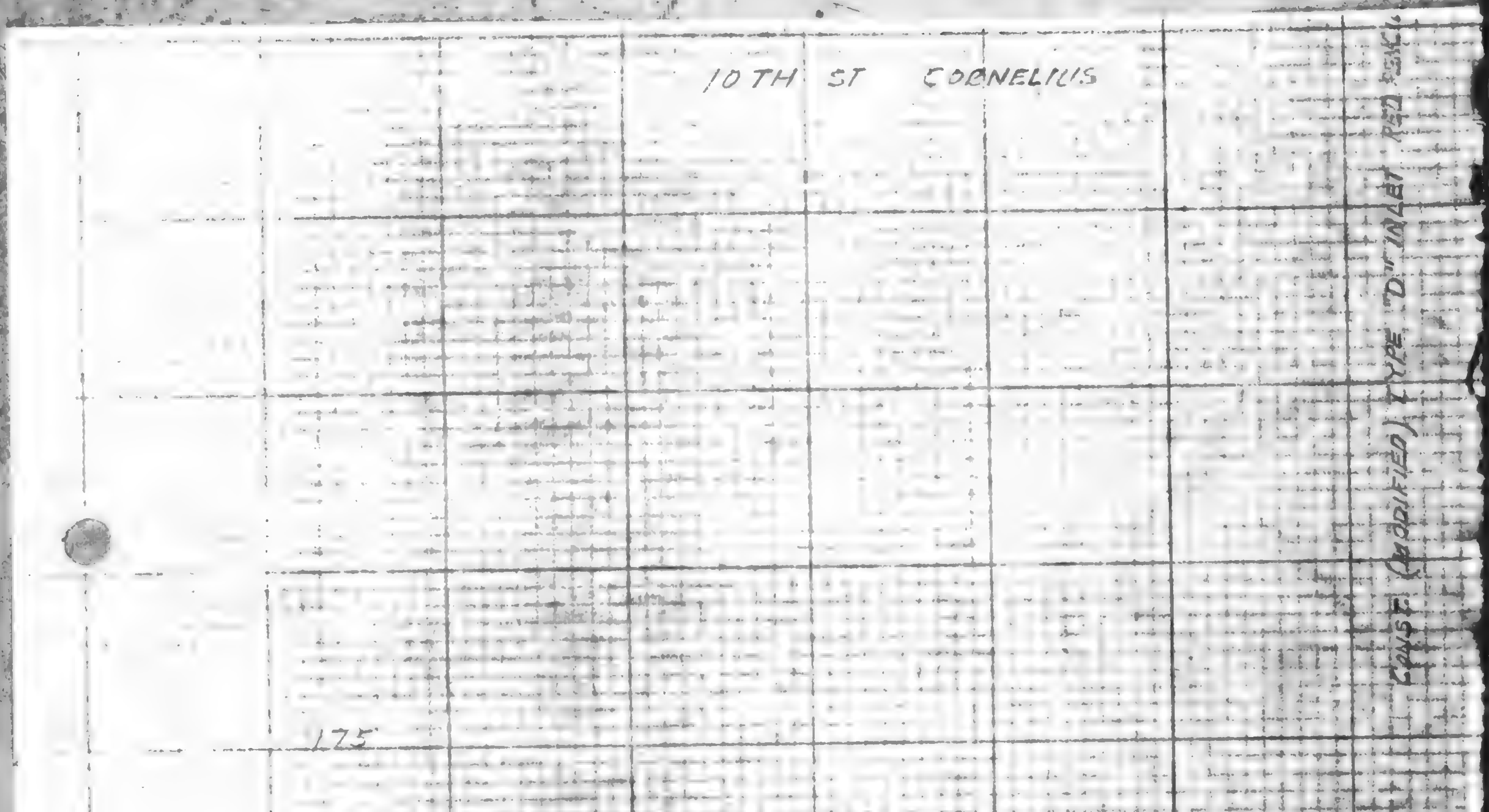
As per your request, this office has made a plan review on the above subject project.

We are enclosing a copy of the plans showing some important revisions in red.

In addition to the revisions mentioned, the following minor changes were made by Salem Design:

1. 11 plus 45 - Deleted M.H.
2. 14 plus 97 - Storm sewer system changed station 15-16
3. Added, deleted and changed several inlet locations
4. Several driveway widths changed
5. Storm sewer flow line grades changed slightly
6. Finish profile grade changed slightly on each end.

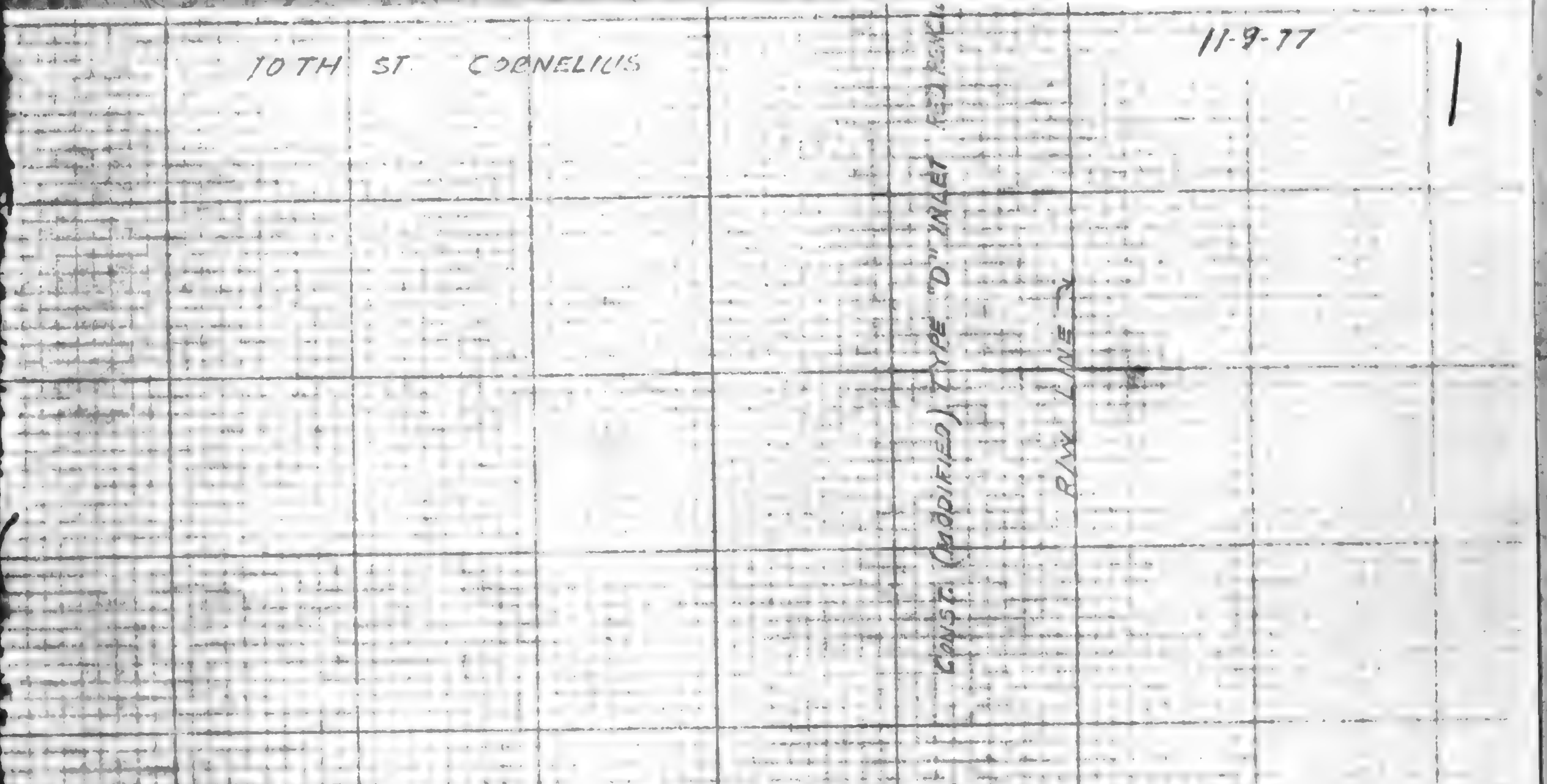
A copy of the plans were sent on November 7, 1977 to Cornelius City Manager for review and comments, including a request for a meeting.


10TH ST CORNELIUS
175
170
165
15+00
O.G.
S.G.
0
5
10
20
CONST. (MODIFIED) TYPE "D" INLET RED PENCIL

10TH ST. CORNELIUS

11-9-77

1



9774 FAS678

Salem, Oregon
October 28, 1977

Lyle K. Watson for
Duane O. Christensen
Final Design Engineer

Earl C. Purdy
Resident Engineer

Tualatin Valley Hwy.-S.
Nectarine St. (Cornelius)
FAS A678 (S. 20th Ave. & Golf
Course Road)
Washington County

Enclosed are sketches showing the curb returns at various intersections. Also noted is the amount of cut or fill at the back of the walk. These are the locations requiring slope easements to construct the walks. One sketch shows the comparison between a 12-foot and 15-foot radius. If the 12-foot radius is acceptable, no easements will be required.

A sketch map and cross section is shown for the 24-inch sewer connection to the existing drain ditch. As noted, the ditch is not within the limits of the utility easement.

LKW:jh
cc: L. K. Watson

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 28 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8774

FAS A678

Salem, Oregon
September 19, 1977

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

Earl C. Mershon
Metro Office Engineer

Tualatin Valley Highway-
S. Nectarine Street Sec.
FAS A678 (Golf Course Road)
Washington County

The accompanying map has marked in red the locations of points where we may be going outside of the existing right-of-way.

At Sta. 14+97 Rt., it appears that the fill catch in the bottom of the existing drainage ditch would be 3'+ outside of the existing right-of-way. If so, the proposed 24" sewer pipe for picking up the ditch drainage would also have to extend beyond the right-of-way line.

The fill slopes behind the walks appear to be outside of the right-of-way at some or all of the corners at the following intersections of S. 10th Avenue:

- S. Dogwood Street
- S. Elder Street
- S. Fawn Street
- S. Ginger Street
- S. Heather Street
- S. Ivy Street
- S. Linden Street

Please review and advise us on these items.

LKW:az
cc: L. K. Watson

L Versteeg ✓
Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
SEP 19 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8774

PROJECT MANAGEMENT
PME ☐ FORM 81-734-3010 CCE ☐ OM ☐
LGE (✓) FAE ☐ OPE ☐
AUG 12 1977

File: PM FA
LG OP
TAA Orange
Follow up please

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
August 12, 1977
Salem, OR. 97310

FILE: ROW 18-2

FROM: James E. Chidsey
Railroad & Utility Engineer

TO: Gerry Wimer
Local Government Program Engr.

BUILDING

SUBJECT: Railroad Crossing Protection
Golf Course Rd. (TV Highway-
S. Nectarine St.)
City of Cornelius
Washington County

I have reviewed the grade crossing of Golf Course Road (S.W. 10th Avenue) with the Westside Branch of the Southern Pacific Transportation Company in the town of Cornelius to see if it would be possible to utilize Title II Safety funding for the installation of the grade crossing protection devices which will be necessary when this street is improved. This crossing does not appear anywhere on our current priority listing and even considering an increase in traffic due to the transfer of some traffic from S.W. 12th Avenue, it still would not rank high enough to be included in the programming for existing funds. There have been no accidents reported at this crossing by the PUC in the past ten years, which is one of the criteria for any crossing in the State to be ranked on the priority list.

I have reviewed this crossing with Roger Campbell, Railroad Administrator, of the PUC office with the possibility of being able to utilize State Grade Crossing Protection funds for 75 percent of the cost of the grade crossing protection devices. His office will review the grade crossing to make a determination if the grade crossing protection account funds could be utilized for this purpose. He advises that they will check this out within the next week and advise me. There is a possibility that the utilization of Grade Crossing Protection Account funds may be contingent upon the closure of one of the adjacent crossings. S.W. 11th Street, one block east, is a very low usage public grade crossing and, as such, may be the likely prospect. They will advise further on this.

Upon receipt of an evaluation by the Public Utility Commissioner's office, I will advise you further as to the possibilities of using State Grade Crossing Protection Account funds. To my knowledge, this is the only possible alternative funding source for the installation of the grade crossing protection devices.

JEC:db
cc: E. L. Hardt
Jon Rose

. 5774

534-1932

STATE OF OREGO

INTEROF MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: July 14, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Railroad Crossing Protection
Golf Course Road (T.V. Highway-S. Nectarine Street)
City of Cornelius

Because Golf Course Road (S.W. 10th Avenue) in Cornelius is being improved as an FAS-C project, the Public Utilities Commission is requiring that protective devices be installed at the crossing of the Southern Pacific Railroad. Washington County, always with more projects than money, has asked that we explore other sources of funding specifically for the crossing protection. Although local matching money is a consideration, the big concern of the County is that the crossing protection would drain approximately $50,000 from the County's already limited FAS-C resources, and Public Works Director John Crockett has asked if it might be possible to perform this work with Title II money or with money from the State Grade Crossing Protection fund.

Jim Chidsey has advised that this project would not normally be eligible for Title II since accidents have not been a problem in the past, but since the County has sent the enclosed letter, it appears that we should consider the request and make a formal reply. Would you review this and let me know how I should respond to Washington County.

JR/ldo

Attachment

cc: Region 1 w/attachment

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 19 1977
TAA ______ File: PM FA
LG OP

COPY TO: L.E. GEORGE
JIM CHIDSEY

Please advise if there are any other funds available to Washington County for R.R. protection.
G. Wimer.

81-125-1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

July 12, 1977

ME FE PR1 PR2 DE
O.S.H.D. - METRO
JUL 13 1977
OE FILE T/A

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

We have been making a review of the proposed Federal Aid Secondary Project within the City of Cornelius. This proposed project includes Golf Course Road (S.W. 10th Avenue) between the Tualatin Valley Highway and the south city limits. At that point, it coincides with county road known as Golf Course Road. In making this review, we find that the Public Utilities Commission is requiring that protective gates be installed where the proposed facility crosses the Southern Pacific Transportation Company tracks. This being just south of the T.V. Highway.

The project as it stands now is considerably over the original estimate and consequently is utilizing most of the county's secondary allocation. For this reason, I would prefer, if at all possible, the railroad protective gates be covered by some other funding source.

I would think that since this is a requirement of the Public Utilities Commission that regardless of the existing accident experience it should make this project qualify for using the safety funds as well as the state railroad crossing fund.

Further, it might be possible to utilize the state protective fund for 75% of the installation costs and thereby relieving the overcommitment of the Federal Aid Secondary funds.

I would appreciate very much if you could investigate all of these possibilities and if it is at all feasible or possible to utilize funds other than FAS, please advise me.

Thank you for your assistance on this matter and should you have any questions do not hesitate to call me.

Yours very truly,

John F. Crockett

John F. Crockett, P.E.
Director of Public Works

JFC:jd

2771

[illegible]-77

TUALATIN VALLEY HIGHWAY - SOUTH NECTARINE STREET
GOLF COURSE ROAD FAS A678 CITY OF CORNELIUS
WASHINGTON COUNTY PREFIX 534-1932

NARRATIVE REPORT OF SURVEY

This location survey was started on Wednesday February 16, 1977. The northerly end of this survey is at the intersection of South 10th Avenue and the Tualatin Valley Highway. The southerly end is at the intersection of Golf Course Road (this is an extension of South Tenth Avenue) and Nectarine Street.

Prior to the start of field work on this survey Mr Steve Goodrich, City Manager of the City of Cornelius, was contacted to be advised that this survey was being started. Also discussed the survey with him to fill him in on what our work would consist of and roughly what our proposed time table would be from the start of preliminary engineering work until project would be ready for construction contract.

The Washington County planning office was also contacted to get any mapping, design criteria etc. that they might have.

Field crew started running "P" line on above date (2-16-77) along the easterly side of SW 10th and Golf Course Road. This was an uncontrolled line starting at the intersection of the Tualatin Valley Highway (East Bound) and South Tenth Avenue.

This "P" line was used as a base for mapping. Existing culture was tied to this line. Ties were also made to existing property corners. The property corners were later used as control for "L" line. This street has a 60 foot right of way width so the center of right of way used for "L" line center line. Profile was run over this "L" line center line and later cross sections were taken.

During the first week after this location started Clarence Gregg, Location Surface Design Engineer, had crew on project running tests on existing surfacing. From this testing it was determined that this existing surfacing would support traffic with 4 inch overlay. Base design depths were furnished from Salem office.

Surfacing depths used as follows:	Overlay Existing Pavement	4"
	Full Grading Sections	
	Bituminous Base	6"
	Class "B" or "C" A.C.	4"

In order to maintain uniform grades there were some short sections where existing surfacing will be removed. These sections will have the 10 inch surfacing depth shown above for full grading section.

Utility maps were picked up from Northwest Natural Gas Company and General Telephone Company. City maps showing location of sanitary sewers, water lines and existing drainage were picked up also. Hard copy map on myler film was started on March 2, 1977.

After survey pretty well started an informal luncheon meeting with interested parties was held March 10, 1977. Representatives of City of Cornelius, Washington County, FHWA and ODOT people attended this meeting. Typical section was discussed and it was decided to go with a 40 foot street with curbs on 5 foot sidewalks. The sidewalks to serve as combination pedestrian walk and bikeway. Decided at this time if cost estimates were too high sidewalks could be eliminated.

The field work on this project was essentially completed by April 1, 1977. By this time it was apparent that the survey authorization would be overrun. A request for additional authorization was submitted through Metro Office March 31, 1977. Approval of this request received the end of April.

The City of Cornelius has requested signalization at the crossing of South 10th Avenue and Southern Pacific Transportation Company track. Vicinity map for this crossing prepared as part of this survey. Railroad map obtained from Southern Pacific office.

Have been in contact periodically with Mr Goodrich, City Manager of Cornelius, as location work developed and problems were encountered.

Have used Washington County design standard for curbs, driveways etc..

The typical section that has been used in design of this project will stay within the existing right of way. There will be some relatively steep slopes for urban construction on some of the higher fills to stay within this existing right of way.

There will be conflict with existing power poles throughout limits of project.

Also a number of trees and shrubs are within right of way limits. The City of Cornelius has indicated that they will assist adjacent property owners in moving and/or salvaging trees at request of property owners.

In discussions with City they have also advised that they plan to replace existing water lines during construction.

There will be conflict or possible conflict during construction with the following utilities: (General Telephone) (Portland General Electric) (Northwest Gas Compan) (City of Cornelius - Sanitary Sewer and Water Mains).
Note: Northwest Gas Company has a $4\frac{1}{2}$" main very close to proposed storm sewer locati n.

The Washington County typical section has a standard section of carrying storm sewer lines five feet east of centerline of roadway. However the city had no objection to our design of carrying storm sewer trunk line along the easterly edge of existing pavement. This would vary from about seven (7) to fourteen (14) feet from located centerline. This location was used because our typical section is based on utilizing existing pavement where ever possible.

Through traffic can be detoured around the major part of this project. This detour would start on the southerly end of project, using Flax Plant Road (the last street on easterly side) over to South 12th Avenue and in a northerly direction to the Tualatin Valley Highway (Baseline Road).

Due to overrun of original estimate of cost in project assessment (cost estimat at time of application was $340,000) it was necessary to eliminate the sidewalk on easterly side of street. This was discussed with Steve Goodrich, City Manager on May 4, 1977 and he felt this could be justified. At this time he wasn't too receptive to elimination of concrete sidewalk on westerly side, since this would be the bikeway to a school near southerly end of project.

The unit prices used on this estimate were obtained from Salem Cost Analyst Section May 18, 1977. This estimate of cost exceeds the amount originally set up for this project but there isn't anything else that can be cut from project.

The following items should be considered in special provisions :

EARTHWORK This item is for Embankment in Place: Available excavated material is not adequate for construction of roadbed and sidewalks. It will be necessary to import some 500 to 1000 cubic yards of material - It should be specified that granular material be used but not to exceed a maximum of 2 inch due to the relatively shallow fills to be constructed. Also there will probably be some of the material excavated that will not be suitable for use from shallow cuts due to organic material.

CLEARING AND GRUBBING There may be some conflict due to city's intent to assist property owners in salvaging and transplanting existing trees and shrubs.

DETOUR During grading and construction of drainage facilities access to 10th Ave. and Golf Course Road will be kept to a minimum. Although its contrary to provisions set forth in section 107-18 of the Standard Specifications it would be desirable to block driveways during construction of drainage, curbs and sidewalks. Since through traffic will be detoured - parking along street could be permitted during non work hours.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC Due to proposed use of detour this will be held to a minimum. Have used lower figure on this than recommended by Cost Analyst Section.

FLAGGING Quite a bit of flagging will be required although traffic will be detoured. Will be working in traffic on the southerly end of project and possibly during paving operations.

EXISTING SIGNING The city will take care of adjusting and/or relocating existing street signs and stop signs on cross streets.

Existing speed signs along 10th Avenue and Golf Course Road to be replaced by State Forces. This item shown on cost estimate as an anticipated item. State Forces will also install signs along bikeway.

Other Anticipated Work:

STRIPING AND DELINEATION - of cross walks to be done by State forces.

RAILROAD PROTECTION COSTS- There will be grading work performed on railroad property. Part of this work adjacent to tracks will be performed by Southern Pacific Transportation Company.

TUALAT VALLEY HIGHWAY - SOUTH NECTARI STREET
GOLF COURSE ROAD FAS A678 CITY OF CORNELIUS
WASHINGTON COUNTY PREFIX 534-1932

ITEM	UNIT	TOTAL	UNIT PRICE	COST
MOBILIZATION	Lump Sum	All	$ 16,500.00	$ 16,500.00
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	Lump Sum	All	2,500.00	2,500.00
FLAGMEN	Hour	200	16.00	3,200.00
TEMPORARY SIGNS	Sq. Ft.	120	6.50	780.00
CLEARING AND GRUBBING	Lump Sum	All	1,500.00	1,500.00
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	Lump Sum	All	1,000.00	1,000.00
EMBANKMENT IN PLACE	Cu. Yd.	2,500	3.50	8,750.00
FINISH ROADBED AND SLOPES	Lump Sum	All	1,200.00	1,200.00
WATERING	M-Gal.	200	6.00	1,200.00
TRENCH EXCAVATION	Cu. Yd.	2,100	10.00	21,000.00
6 INCH DRAIN PIPE	Lin. Ft.	200	6.00	1,200.00
SPECIAL MATERIAL IN DRAINS	Cu. Yd.	20	15.00	300.00
10 INCH SEWER PIPE	Lin. Ft.	880	7.00	6,160.00
15 INCH SEWER PIPE	Lin. Ft.	630	9.00	5,670.00
18 INCH SEWER PIPE	Lin. Ft.	720	12.00	8,640.00
21 INCH SEWER PIPE	Lin. Ft.	970	14.00	13,580.00
24 INCH SEWER PIPE	Lin. Ft.	750	17.00	12,750.00
G-1 OR G-2 INLETS	Each	38	450.00	17,100.00
MANHOLES	Each	14	1,000.00	14,000.00
ADJUST SANITARY SEWER CLEANOUT	Each	4	50.00	200.00
ADJUST MANHOLES	Each	14	150.00	2,100.00
ADJUST INLETS	Each	4	250.00	1,000.00
COARSE AGGREGATE BASE	Ton	750	5.00	3,750.00
3/4"-0 AGGREGATE - SIDEWALK	Ton	240	4.50	1,080.00
BITUMINOUS BASE	Ton	3,500	12.00	42,000.00
CLASS "B" OR "C" A.C.	Ton	4,200	12.00	50,400.00
ASPHALT IN MIX	Ton	500	72.50	36,250.00
ASPHALT IN TACK COAT	Ton	3	130.00	390.00
CONCRETE CURBS	Cu. Yd.	325	95.00	30,875.00
SIDEWALKS	Sq. Yd.	2,000	12.00	24,000.00
CONCRETE DRIVEWAYS	Sq. Yd.	320	15.00	4,800.00
EXTRA FOR DRIVEWAYS AND APPROACHES	Each	45	150.00	6,750.00
ADJUST MAILBOXES	Each	43	30.00	1,290.00
		TOTAL CONTRACT ITEMS		$ 341,915.00

ANTICIPATED ITEMS:

Permanent Striping	2,000.00
Permanent Signing (to include Bikeway Signing)	2,500.00
Railroad Protection Costs	4,000.00
Railroad Grading, Planking etc..	5,000.00
TOTAL ANTICIPATED ITEMS	$ 13,500.00
SUB TOTAL	$ 355,415.00
+ 20% ENGINEERING & CONTINGENCIES	$ 71,085.00
TOTAL COST	$ 426,500.00
RR Signal	50
	476,500.00

346,000

P. F. Burnet
Resident Engineer

8774.

FAS-C
Wash. Co.

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Tualatin Valley Hwy.- S. Nectarine St. (Cornelius)
Highway: F.A.S. A678
County: Washington
Prefix: 534-1932
Res. Engr: P. F. Burnett

Date March 23, 1977
Ten Year Traffic Coefficient 6.4
18 kip s.a. per day 13.9
R value 10
Frost Penetration - - - -
CBE Total Requirement 20.5"

PROJECT MANAGEMENT
MAR 23 '77
REFER TO:
FOR
Info Investigate R/D Action File Letter See me

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
6.0"	P.M.B.B.	11.0
11.5"		22.0

*EXISTING ROADWAY
(20'± Width)

1.5" A.C. (Final Stage)
4.0" A.C.O.L., with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

* Overlay thickness determined by deflection measurements.

HAL-FRED

NOTED
MAINOR C. HOLMES

8774

9

bc: R. L. Schroeder ROW 18-2
J. H. Versteeg
J. L. Sollis
J. B. Boyd
R. N. Bothman
Frank Burnett

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 2, 1977

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

ATTN: R. L. Johnston

Grade Crossing Protection Improvements
Crossing No. F-761.60
S. Tenth Avenue (Cornelius)
TV Highway-S.C.L. (Cornelius)
FAS-8678 (Golf Course Road)
Washington County

Dear Sir:

At the present time, the Highway Division is in the process of designing improvements to S. Tenth Avenue (Golf Course Road) in the City of Cornelius. The grade crossing of S. Tenth Avenue and the tracks of your Westside Branch is within the limits of the project. It has been determined that the grade crossing should be protected with modern, up-to-date signals and so it is requested you commence the preparation of plans and estimates for the installation of cantilever flashing lights and drop arm gates interconnected with appropriate circuitry at this grade crossing. The roadway will be 40 feet in width which will necessitate the installation of cantilever lights in accordance with PUC standards. It is anticipated that a sidewalk will be built adjacent to the curbs requiring the placement of the masts for the signals to be outside of the sidewalks.

It is anticipated that bids will be received for this project by the Oregon Transportation Commission late in the Fall of this year. As soon as your plans and estimates for this project are prepared, it would be appreciated if you would forward them to me for preparation of the necessary Service Contract covering this work. The Highway Division will prepare the application to the Public Utility Commissioner for an order calling for this work. As further developments on this project occur, I will keep you advised.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:dmb

RECEIVED
MAR 8 1977
Assistant State Highway Engineer

cc: Southern Pacific
San Francisco
Dave Astle
PUC

Form 81-734-3123

8774 8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A678(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. 70326

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter, State Hwy. Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO Rulien
FOR
[illegible] [illegible] R/D D/R Sign Act File

DATE PS&E APPROVED 2-7-77

DATE AUTHORIZATION EFFECTIVE 2-7-77

FEDERAL ROUTE NUMBER Secondary A678

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:
"Tualatin Valley Hwy - SCL Cornelius Section"

GENERAL DESCRIPTION OF WORK:
PE - grade, drain and high type pavement (code 6201 miles 0.7)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $16,000 FF $13,728 including utility and railroad preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS XX
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 2-2-77 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction, with the exception of railroad work, provided for by the above project at a total estimated cost of $290,000 - Federal funds $248,820 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 2-7-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)

8774

8

PRO 6-2

February 2, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70326
Project No. RS-A678(1)
Tualatin Valley Hwy.-S.C.L. Cornelius Section
Washington County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $16,000 with an obligation of $13,728 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $340,000 with an obligation of $291,720 in federal funds.

CL:ljt
Att.

cc: R. N. Bothman, Metro
Jon Rose

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)	FEDERAL-A
DATE SUBMITTED TO W.O.		February 2, 1977	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd, Jct. SR8 to SCL (Cornelius) 21 65	**ADT**	PRESENT 2,300 DHV 230	FUTURE 3,900 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Gr, Dr, H-T Pave & RR Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. S	FEDER A6

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.7	16,000	13,728
5					**ROW**					
5					**CONST** (CODE) 6201 Y018		"Tualatin Valley Hwy.- SCL Cornelius Sec."	0.7	340,000	291,720

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.7	356,000	305,448
1	14	PROGRAM APPROVAL DATES October 4, 1976			(19)	(23) (24)

7

FEDERAL-AID PROGRAM DATA

65	**ADT**	PRESENT 2,300 DHV 230	FUTURE 3,900 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (5)

ITEM NO. 70326 (14) (18)

Y AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A678 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Washington	CODE 067 (14) (16)	PROGRAM STAGE
ROUTE NO. S	FEDERAL-AID A678 (32)	STATE Co. Rd. (36) (37) U.S. --- (41)

☐ 1 OR ☐ 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
0.7	16,000	13,728	2,272		
0.7	340,000	291,720	24,140	24,140	ROW-60' maximum; Access Control-None; Parking Restrictions- None.
0.7	356,000	305,448	26,412	24,140	
	(16) (23)	(24) (32)			

REMARKS

-over-

TUALATIN VALLEY HWY.-S.C.L. CORNELIUS SECTION

PROJECT NO. RS-A678(1)

Existing Facility: 18' oil surface roadway with 3' shoulders.
SPTC RR Xing (See under RR data).

Adjacent Sections:

N. End---Jct. with Tualatin Valley Hwy. (FAP 32)
S. End---18' oil surface roadway with 3' shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility and railroad forces.

(2) Grade, drain and high-type pave to provide a 40' curbed roadway for two 12' travel lanes with 8' parking each side, construct sidewalks and other incidental work common to this type of project. Utility adjustments required.

(3) Installation of railroad signals and drop arm gates by railroad forces.

System Action, Airports, Water Developments, Historical and Recreational Areas: None required.

Additional Right-of-Way: None required.

Railroad Data: Southern Pacific Transportation Co. Crossing #761.60

Number of Tracks:	2 Mainline
Number of Trains:	2 Freight
Number of High Speed Trains:	None
Present Protection:	Crossbucks & Advance Warning Signs
Proposed Protection:	Flashing lights & short-arm gates
Railroad Benefits:	None

FHPM 7-7-2 Requirem
FHWA on January 21

IM 50-1-70 Requirem
house A-95 review u

FHPM 7-7-5 Requirem
(a) Public H
(b) Location

Control of Utiliti
paragraph 6d(1) of
approved by the Or

Data for PR-37: T
T

NOTE: This proje

lders.

ollowing:

reliminary

0' curbed
ng each
work common
required.

gates by

and Recrea-

sing #761.60

Warning Signs
rt-arm gates

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 21, 1977.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings---None required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

Control of Utilities: The control of utilities to comply with paragraph 6d(1) of PPM 30-4.1 is contained in State-County Agreement approved by the Oregon Transportation Commission on September 28, 1976.

Data for PR-37:	Type Code 6201--------------	$290,000
	Type Code Y018--------------	50,000

NOTE: This project is in Congressional District No. 1.

8774

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: January 27, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Tualatin Valley Hwy.-S. Nectarine St.
Golf Course Road
Washington County

Versteeg
Olson
Ch[illegible]
Scott
Swenson
Savage
Trost

RECEIVED
JAN 31 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 1-28-77

cc: J. B. Boyd (3)
L. E. George
~~W. J. Hart~~ Bob Ellison
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region Metro R. N. Bothman
District 2 : W. W. Geibel
Region Metro Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
JAN 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sen	Act	File

81-125-1307

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 21, 1977

In reply refer to: 1041A.1

SUBJECT: Project Assessment
Oregon Project RS-A678(-)
Tualatim Valley Hwy-S. Nectarine St.
Washington County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 7, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also conur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Keppen
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

PROJECT MANAGEMENT
JAN 25 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO Rulien
FOR

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

Non-Major

RS-A678(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Tualatin Valley Highway-S. Nectarine Street
Date January 6, 1977
Unit (if appl) -
County Washington
City Cornelius
Highway Golf Course Road
State Hwy. No.
Termini: M.P.(if appl)
Length 0.75
Region Metro/I
Construction Estimate $340,000 (FAS-C)
Program Amount

B. Purpose of Project: To upgrade an existing road to urban standards and provide curbs and sidewalks in order to reduce maintenance costs, improve traffic flow, and increase pedestrian safety.

C. Origin & History of Project: The City and County have cooperated in forming a local improvement district for the local share in this street improvement. A public hearing by the City (3 May, 1976) and one by the County (23 March, 1976) registered broad local support for the project.

D. General Description of Project: The street serves as a minor arterial/collector south of the Tualatin Valley Highway. It serves new subdivisions inside the City limits, an elementary school and a city park. Sidewalks and curbs will be constructed on both sides of the improved two-lane street.

Alignment: New ____ Existing X ____ Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ____; Parking ____
Proposed: No. Lanes 2 ; Med. No ; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 1600 ; Projected ADT Less than 4900 ; Yr. 1990
Existing Level of Service ____

Proposed Facility: Projected ADT Less than 4900 ; Yr. 1990
Projected Level of Service ____

Right of Way: Additional anticipated No. ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Local commercial sources. Borrow or waste is not expected.

Type of Structure(s): None. A small bridge is located at the southerly terminus of the project, but is not part of the project.

Brief Description of River or Stream and Type of Involvement, if any: None.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Approved by the Oregon State Transportation Commission 28 September 1976.

Location or Design Alternatives (identify and describe): No-build: existing road would continue to serve. Maintenance costs would be higher and pedestrian safety would remain poor.

Other Descriptive Information or Comments:
The project crosses the Southern Pacific RR just south of the T.V. Highway. The double track crossing is protected by existing advance warning signs and crossbucks. It carries two freight trains per day. This crossing would be widened to accommodate the project.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The surrounding area is flat and has stable soils. Vegetation is typical of rural/suburban settings and consists mainly of mowed grasses. A small stream flows east into the Tualatin River just south of the project.

2. Cultural: The project is located within the city limits of Cornelius. Adjacent areas are occupied by low density single family residential, elementary school, city park uses. A stable is also located on the east side of the project, south of Flax Plant Street.

   The school and city park are contiguous with one another on the west side of the project.

   The city has no plans to annex further south than the small stream just south of the project section. The Washington County Comprehensive Framework Plan classifies most of the land south of Cornelius as rural conservation and flood plain, in which little further urban development is likely to take place. Significant changes in future traffic volumes are not expected.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   None. Project will be within existing sixty foot right-of-way.

2. Estimated Impact on Traffic Patterns: No significant changes expected

   Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: None. Completion of surburban development to south city limits will probably proceed regardless of the project. Construction of the street improvement will make better access for development which is already expected.

   Consequences:

4. Expected Impact on Natural Ecological Resources: No significant effects.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: Pedestrian safety will improve with the addition of sidewalks. These will provide safer access to the elementary school grounds and the city park.

   Consequences:

6. **Preliminary Identification of Areas of Critical Concern:** None.

7. **Potential for Controversial Issues:** None.

8. **Potential for Consistency of Proposal With:**

   a. **Clean Air Implementation Plans** - The project should have no identifiable adverse affects on air quality and does not qualify as an indirect source.

   b. **Noise Standards** - This project determined to be unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 will be required.

   c. **Water Quality Standards** - No significant changes in water quality expected.

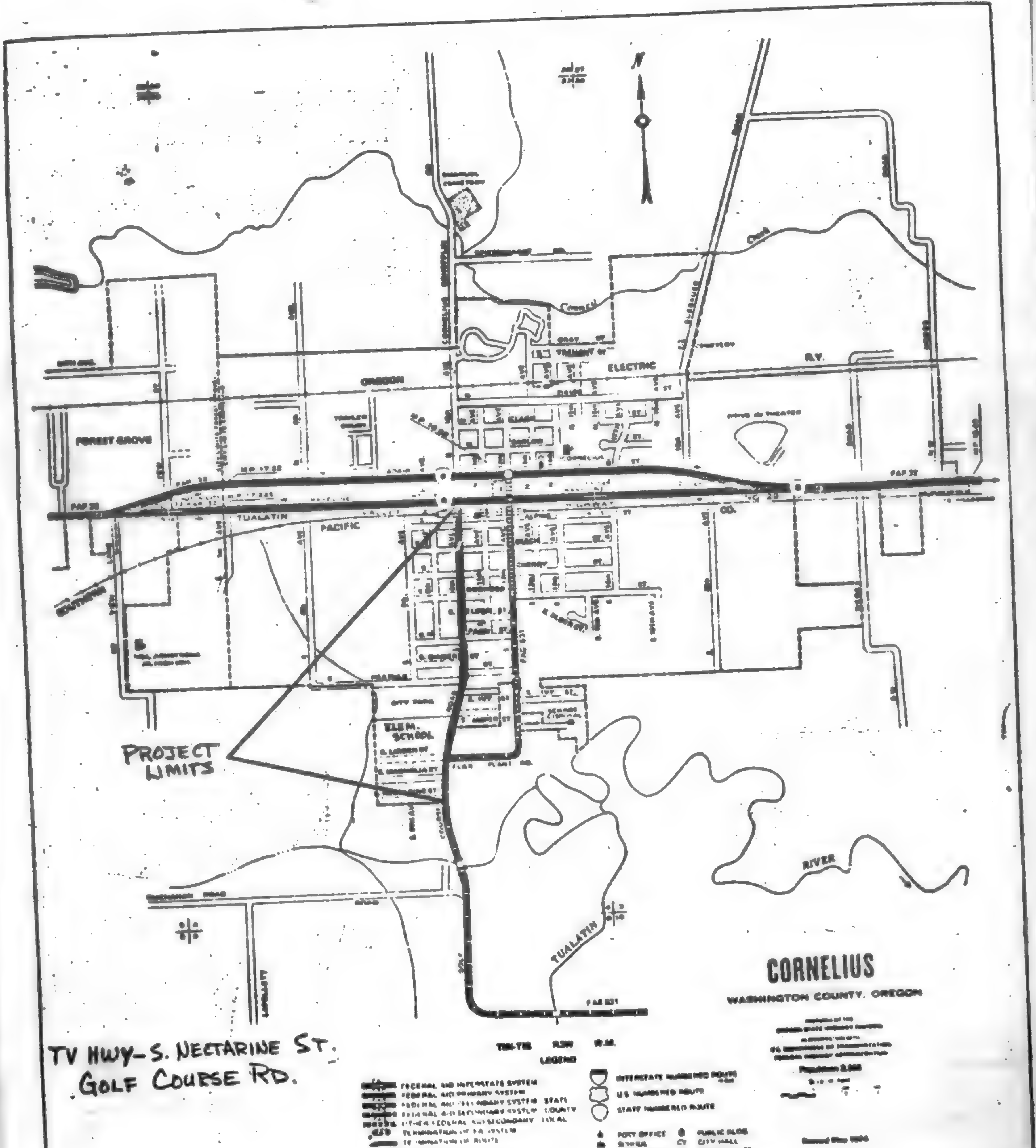
   d. **Area Land Use and Transportation Plans, and Zoning** - The project is consistent with the City of Cornelius' limited plans for southward expansion, and the need for safe, convenient street and pedestrian service in the neighborhood.

C. **Recommended Type of Action and Documentation:**

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project requires no new right-of-way, would have no significant adverse environmental effects, is consistent with existing and anticipated land uses and appears to be uncontrovertial.

D. **Recommended Project Category:** ____ 1 ____ 2 X 3 ____ 4



TV HWY - S. NECTARINE ST.
GOLF COURSE RD.

8774

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 21, 1977

In reply refer to: 1041A.1

SUBJECT: Project Assessment
Oregon Project RS-A678(-)
Tualatim Valley Hwy-S. Nectarine St.
Washington County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 7, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also conur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Keppen
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
Rulien
FOR

8774

FAS A678
Wash Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin Valley Hwy.-S. Nectarine Street (CORNELIUS)

Date December 21, 1976

Highway Golf Course Road FAS A678

Authorization No. 1

County Washington - City of Cornelius

Survey Prefix 5[illegible]34-1932
(Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of project is Tualatin Valley Hwy. intersection with Golf Course Road; the southerly end is intersection of Nectarine Road. The overall length of project is 0.75 miles.

Upgrade existing road to urban standards with curbs, sidewalks, drainage and travel surface.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 14 197
COUNTY
[✓ CITY]
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey:

To prepare plans, specifications and estimate for contract work.

RS-A678(1)

FAS-C
6 Year Program-No
A95 required

		Estimate of co
Field Survey	(901)	10,000
Citizen Participation	(902)	200
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	N/A
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	1,500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	N/A
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	N/A
Planning	(924)	
Foundation Exploration	(926)	N/A
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 16,000
Previous authorization . . . .
Additional authorization requested . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Metro Office
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Pope
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer
BEN GIFFORD

SP*23504-734

2-7-77
FAS-1.

8774

D-

8

December 2, 1976

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: K. Chapman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5869

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Dodn Harwell (agree. att.)

8774

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
John F. Crockett, Director
ROOM 201
(503) 648-[illegible]

November 16, 1976

ME PE PR1 PR2 DE
O.S.H.D. - METRO
NOV 17 1976
OE FILE T/A

Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Attached please find three executed copies of the agreement for the Golf Course Road - 10th Street Project in the City of Cornelius. Said agreements have been approved by our County Counsel and approved by the Board of County Commissioners on November 9, 1976 by Minute Order No. 76-584, copy of which is also attached for your files.

As soon as we have received a fully executed copy from your division we can then proceed further with this project.

Thank you for your cooperation in this matter.

Very truly yours,

John F. Crockett
Director of Public Works

JFC:js
Attachments
cc: Steve Goodrich, City of Cornelius

WASHINGTON COUNTY

Inter-Department Correspondence

Date November 3, 1976
For Meeting of: November 9, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Federal Aid Secondary-C Agreement - Golf Course Road Project

As you recall, the City of Cornelius and the County each formed a local improvement district to pay the local share of a Federal Aid Project on Golf Course Road, a county road where it lies within the city limits of the City of Cornelius connecting to Tualatin Valley Highway. An application was approved and the State has now returned the usual agreements to be entered into for processing the project.

RECOMMENDATION: Your Board authorize the Chairman to execute the agreement prepared by the Oregon State Highway Commission for proceeding with the above noted FAS-C project on Golf Course Road.

Respectfully submitted,

John F. Crockett

JFC:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-584
DATE 11-9-76
BY Jo Ann Johansen
CLERK OF THE BOARD

8774

8

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
SEP 28 1976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Form 81-734-3123

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

WASHINGTON COUNTY
Proposed FAS-C Project

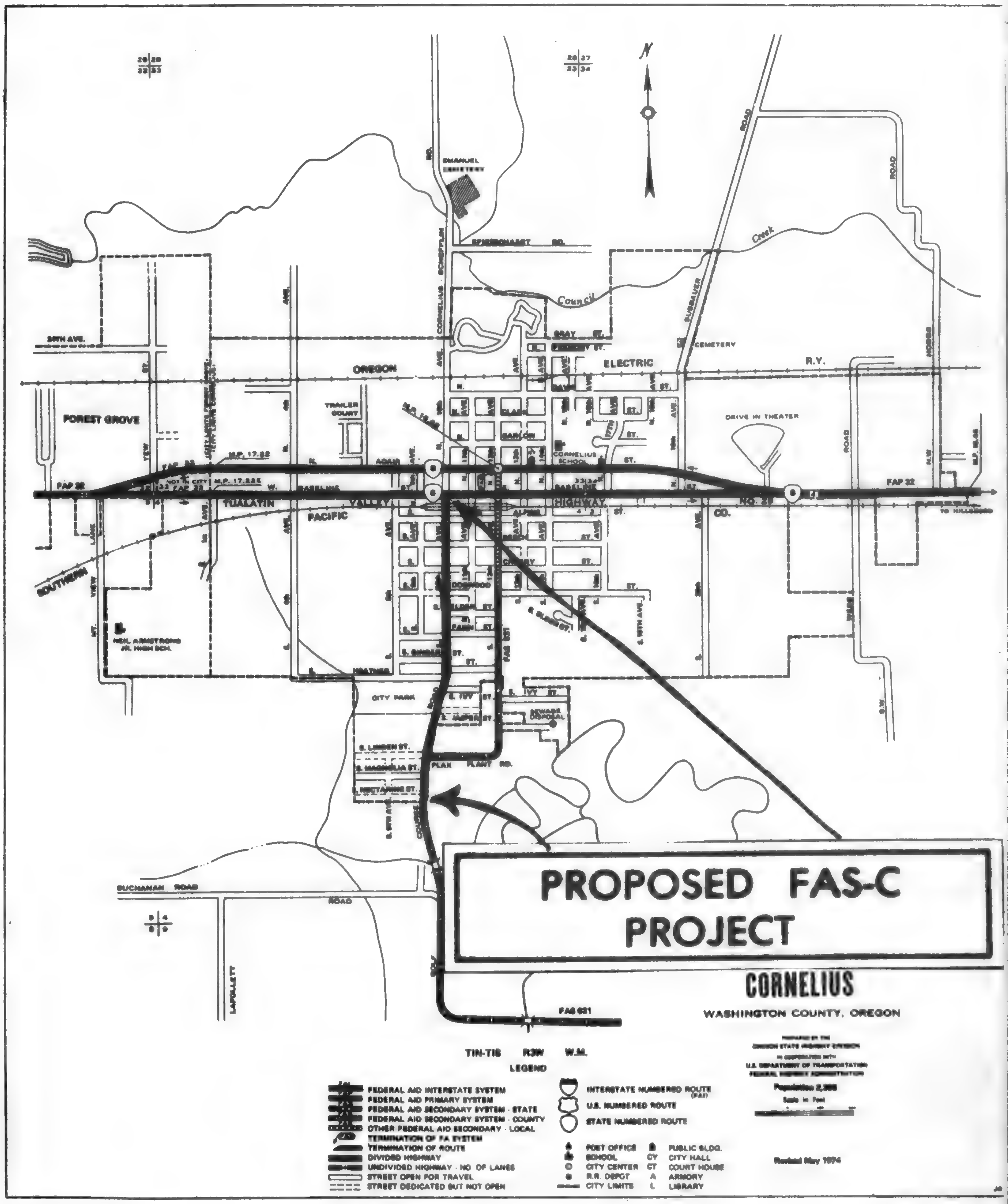
Tualatin Valley Highway-South City Limits (Cornelius) Section
South 10th Avenue and Golf Course, County Road No. 1038
FAS A678
Grade, pave and railroad protection; 0.7 mile
$340,000

Grade, drain, base, curb and pave a street section 40 feet wide between curbs and provide railroad crossing protection with automatic drop-arm gates. Walkways will also be constructed.

No additional right-of-way will be required and a public hearing is not necessary.

State will perform all engineering.

76-f
9/13/76


PROPOSED FAS-C
PROJECT
CORNELIUS
WASHINGTON COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Revised May 1974
N
EMANUEL CEMETERY
SPIESSCHAERT RD.
Council Creek
CORNELIUS - SCHEFFLIN
GRAY ST.
FREMONT ST.
CEMETERY
OREGON
ELECTRIC
R.Y.
FOREST GROVE
TRAILER COURT
DRIVE IN THEATER
ADAIR
CORNELIUS SCHOOL
FAP 22
M.P. 17.22
BASELINE
TUALATIN
PACIFIC
VALLEY
HIGHWAY
NO. 29
CO.
TO HILLSBORO
SOUTHERN
DOGWOOD
NEIL ARMSTRONG JR. HIGH SCH.
HEATHER
CITY PARK
S. IVY ST.
S. JUNIPER ST.
SEWAGE DISPOSAL
S. LINDEN ST.
S. MAGNOLIA ST.
S. NECTARINE ST.
FLAX PLANT RD.
FAS 631
BUCHANAN ROAD
ROAD
LAFOLLETT
TIN-TIS
R3W
W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

STATE OF OREGO

INTEROF E MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: September 23, 1976

FROM: L. [illegible]
Program Management Engineer

SUBJECT: Proposed FAS-C Projects

Attached are 15 copies each of the maps and tabulations describing and locating 15 proposed FAS-C projects, and a suggested draft of a letter which may be used for presentation to the Oregon Transportation Commission.

If you approve, please present these projects to the Commission at their September 28 meeting.

MCH:dp

Attachments

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8774

FAS 631
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 28, 1976

FILE: PRO-4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: FAS-C REQUEST
Golf Course Road
City of Cornelius
Washington County

Here is a request made jointly by the City of Cornelius and Washington County for an improvement to Golf Course Road south of the Tualatin Valley Highway. The proposal is to utilize FAS-C funding resulting from a withdrawl of the Cornelius Pass project between Croeni Road and the Washington-Multnomah County line. The request consists of a Project Request Form, a Resolution, an Ordinance, several maps and an environmental assessment. We have held the Assessment here in the Region Office for review by Craig Markham and forwarded the rest of the package for your processing. If anything else is needed let me know.

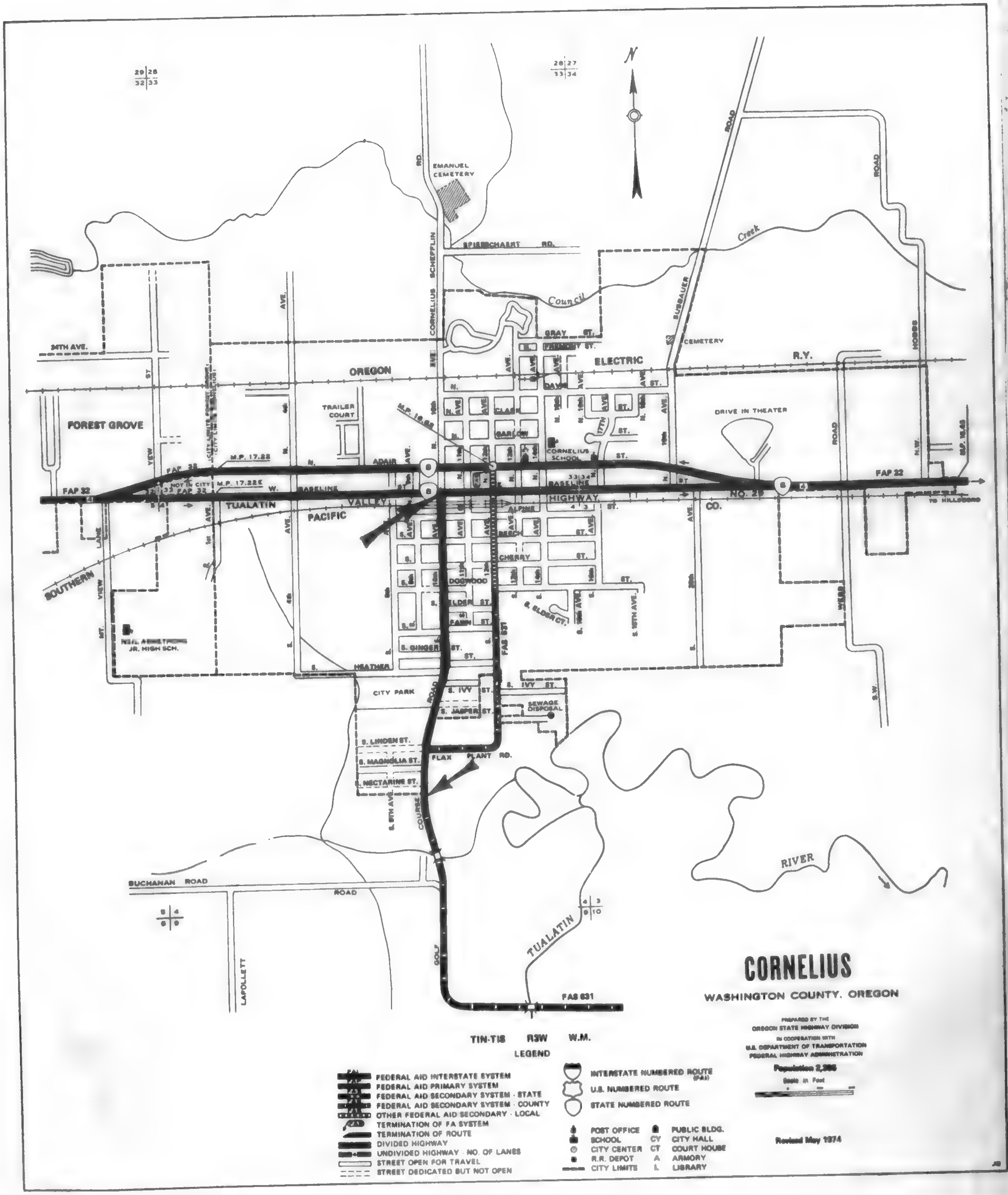
JR/gw

Attachment

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 29 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	[illegible]
						✓



CORNELIUS

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,[illegible]

Revised May 1974

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

June 22, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE JUN 24 1976 RSC
SO REGION I RBI
ENV LOC

Oregon State Highway Division
Region I
P.O. Box 02157
Portland, Oregon 97202

Attention: Jon Rose

Dear Jon:

Attached is an FAS-C Project application for improvement of Golf Course Road to urban standards. This project is one in which the County has been working with the City of Cornelius. Also attached is a copy of the City's and County's formation of a local improvement district (LID) which is the method of providing the local share. The project has the support of a large majority of the residents.

Also attached is a copy of the County's FAS funding status as of the first of the year. The County is asking to withdraw its application for the Cornelius Pass project between Croeni Road and the County line because of the revised road classification system. This coupled with anticipated allocation for FY77 would provide the necessary Federal funds.

The project includes installation of railroad gates at the existing rail grade crossing, which has been included in the estimated cost.

If you have any questions or desire any additional information concerning this project application, please call on me at any time (648-8896).

Sincerely,

Tom Spear

Tom Spear
Public Works Planning Coordinator

TS:kc
Attachments

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WASHINGTON COUNTY

Inter–Department Correspondence

Date January 22, 1976
For Meeting of: January 27, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Recommended actions Federal Aid Secondary System

The Federal Aid Secondary System consists of a group of county roads lying outside the designated urban areas. We have applied through the CRAG functional classification system to place more of our county roads on this system, however approval has not yet been accomplished. Projects are implemented by application to and approval of the State Highway Commission and an agreement with the County. They are funded 78% federal funds, 11% state funds, and 11% local funds. A deposit of the local share is required after bid opening and before letting a contract. If approved, the County may perform preliminary engineering and/or construction engineering receiving reimbursement for the expenses. Selection of projects to be funded is based on a formula derived by the Association of Oregon Counties and approved by the state. The formula ranks each of the 36 counties with the highest priority given those counties that have not utilized their funds. In order to be considered for allocations, counties must have their applications to the state no later than February 1st of each year. While later applications might be funded, those made prior to this date are given preference.

The following is the current status of Washington County's federal aid secondary applications
d funds :

PROJECTS	STATUS	ESTIMATED COSTS ($) FED. FUNDS	COUNTY($) DEPOSIT	COUNTY($ EARNINGS
1. Glencoe Railroad Crossing	Application in	120,000	-0-	
2. Cornelius Pass Railroad Crossing	Agree. to Board	55,000 ~~40,000~~	-0-	
3. Cornelius Pass Rd. Widening (Cornell to Croeni)	Agree. to Board	202,800	28,600	31,700
4. Cornelius Pass Rd. Widening (Croeni to county line)	Agree. to Board	436,800	61,600	68,200
5. West Union Rd. Bridge (E. of Glencoe)	App. in, not yet on FAS system	156,000	22,000	-0-
6. Sherwood Rd.	App. to Board	372,840	-0- (City)	-0-
TOTALS------		1,328,440	112,200	99,900
Fed. Funds available 1/1/76		1,117,111		
Additional federal funds needed		211,329		
Est. FY 77 Allocation (spring of 1976)		134,460		
Need to borrow ahead		76,869		

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-56
DATE 1-22-76
BY Jo Ann Johansen
CLERK OF THE BOARD

RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8774

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Washington FAS No. 631 Date June 21, 1976

County Road Name Golf Course Road

Section Name

Type of Project Construct existing rural type road to urban standards

Location of Project (Attach sketch map) City of Cornelius, from T.V. Highway to South City Limits

ADT 1600 (1975) Design Speed 25-35 mph

Is this request for county bridge design only? Yes ___ No X

County FAS bridge design? Yes ___ No X

I. ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Paving Width 40 Feet

2. Shoulders: Type N/A Width ___

3. Grading & Drainage:
   By County ___ County Date of Completion ___ By Contract X

4. Bottom Base Course:
   By County ___ County Date of Completion ___ By Contract X
   Has base design been given to County? Yes ___ No ___
   Will it be furnished? Yes ___ No ___

5. Leveling Course:
   By County ___ County Date of Completion ___ By Contract X

6. Binder Course:
   By County ___ County Date of Completion ___ By Contract X

7. Traveled Surface & Shoulders:
   By County ___ County Date of Completion ___ By Contract X

8. Clearing:
   By County ___ County Date of Completion ___ By Contract X

9. Curbs:
   Curbs Required? Yes X No ___
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) County Standard
   Width between curbs 40 Feet

10. Are pedestrian walkways necessary? Yes X No ___

11. Are there any structures to be replaced or altered? Yes ___ No X

12. Will replacement be by: County ___ Contract ___
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ___ No ___

14. Will County adjust structure to additional width? Yes ___ No ___

Cost Total	Fed	State	County
340,000	292,400	23,800	23,800

	1976	1996
ADT	2300	3900
DHV	230	390

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

15. Will adjusted width be standard? Yes_____No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____No__X__

17. Does County wish sight posts installed? Yes_____No__X__

18. Does County wish State to permanently stripe project? Yes__X__No_____

19. Will County do striping? Yes_____No__X__

20. Does County wish guardrail installed? Yes_____No__X__

By County__________Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No__X__
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__No_____

23. Can through traffic be detoured? Yes__X__No_____

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be maintained by County? Yes_____No__X__

26. Will detour be maintained by Contractor? Yes__X__No_____

27. Will County sign project outside work area during construction?
Yes_____No__X__

28. Will Contractor sign project outside work area during construction?
Yes__X__No_____

29. Should contract provide for permanent signing? Yes__X__No_____

30. Should State do permanent signing? Yes__X__No_____

31. Will traffic signals be required? Yes_____No__X__
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes_____No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain______________________________

Remarks re Section I: T local share for the project w come from the adjacent properties, which will be by assessment through the formation of a local improvement district by and in City of Cornelius and by Washington County beyond City limits.

II. BRIDGE PROJECT DATA

1. Name of river or stream ____________________
2. Name of bridge ____________________
3. Dimensions of existing bridge. Length _____ Roadway Width _____
4. Type of design and material used in existing bridge. ____________________
5. Location (please attach map with locatin marked): ____________________
   Section _________ Township _________ Range _________ W.M.
6. Desired width of bridge ____________________
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes ____ No ____
   Upstream _________ Downstream _________ Width _________
8. Does County wish a particular type of bridge design? Yes ____ No ____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ____________________
9. Will County firnish any materials for bridge? Yes ____ No ____
   Explain ____________________
10. Foundation Testing: By County? Yes ____ No ____
    By State? Yes ____ No ____
11. Will County close road during construction? Yes ____ No ____
12. Can presently established road be used as detour? Yes ____ No ____
13. Must a new detour be constructed? Yes ____ No ____
14. Will detour be maintained by County? Yes ____ No ____
15. Will detour be maintained by Contractor? Yes ____ No ____
16. Will County sign project outside work area during construction?
    Yes ____ No ____
17. Will Contractor sign project outside work area during construction?
    Yes ____ No ____

18. Approaches or Connections by County Yes_____No_____
by Contractor Yes_____No_____

Traveled surface: Type__________Width__________
Shoulder surface: Type__________Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure__________________
N.E. quadrant distance from structure__________________
S.W. quadrant distance from structure__________________
S.E. quadrant distance from structure__________________

20. Guardrail: Desired on approaches or connections: Yes_____No_____
By County__________Contractor__________
Right side only? Yes_____No_____
Both sides? Yes_____No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____No_____
Use for detour? Yes_____No_____
Removed by County? Yes_____No_____
Removed by Contractor? Yes_____No_____
Salvaged by Contractor for County? Yes_____No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____No_____
By Contractor? Yes_____No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____No_____Size__________
Company____
b. Sanitary sewer mains: Yes_____No_____Size__________
Company____
c. Storm sewer: Yes_____No_____Size__________
Company____
d. Gas mains: Yes_____No_____Size__________
Company____
e. Power lines: Yes_____No_____Size__________
Company____
f. Telephone lines: Yes_____No_____Size__________
Company____
G. Other Utilities:____
____
____

24, Does County wish provisions made for future utility attachment to structure?
Yes_____No_____

25. Does County wish li[illegible] post bases and conduit install[illegible]
Yes_____No_____

26. Does County wish complete job of illimination in project?
Yes_____No_____

27. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____

Remarks re Section II:____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes X No_____
By County? Yes_____No_____
(NOTE: a. If project is canceled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____No X

3. Construction plans and specifications to be prepared:
By State? Yes X No_____
By County? Yes_____No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks reSection III: (NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimun 60

2. Is any additional right-of-way needed? Yes____ No X

3. Will right-of-way be acquired by: Resolution____ or Deed____

4. Should State prepare options? Yes____ No____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No____

7. Is there any merchantable timber on right-of-way? Yes____ No____

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids. If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Portland General Electric Company,
CORNELIUS
General Telephone Company and City of Cornelius Water, Northwest Natural Gas, Unified Sewerage Agency

13. Are utilities on existing right-of-way by permit X or by Franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No x
If yes, give name of irrigation company or district________________
and date between which water can be turned off: From________________
To________________

15. Are there any railroad crossings? Yes x No____

16. Name of Railroad Southern Pacific-Crossing F 761.60

17. Number of tracks: Mainline 2 Siding____ Total 2

18. Sight Distance: 140' (Left) Open (Right)

19. Number of Trains: Passenger________ Speed________
Freight 2 Speed 12 mph

20. Angle of Intersection: 90° ____________________

21. Type of Existing Crossing: Grade X
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs X Automatic Flashing ____ Stop Signs ____
Crossbucks X Automatic bell ____ Gates ____

23. Proposed Protection: Railroad Gates

24. Are there to be stopping lanes for buses and trucks, etc. Yes ____ No X?

25. Will railroad crossing be altered: Yes X No ____
If yes, specify: Widened Roadway

26. Traffic Control Signing:
To be part of project? Yes X No ____
By County? Yes ____ No ____
By State at County Expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No ____
By County? Yes ____ No ____
By State at County Expense? Yes ____ No ____

28. Does County wish State to prepare P.U.C. hearing data? Yes X No ____

29. Will P.U.C. application be made by State X or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ____________________

V MATERIAL SOURCES DATA

1. Gravel ____ Quarry ____ Cinders ____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ____ Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ____

5. Materials furnished by County: Borrow Select Topping
Base Course Level Course Mineral Aggregates
Location
Miscellaneous Items

Remarks re Section V

VI. FINANCIAL DATA

1. Estimated Cost: $ 340,000
2. Available FAS Funds $226,000 See cover letter
3. Does County wish advancement of future Federal funds? Yes No X
Amount
4. Date match money is available Currently
5. Will there by any 100% County money? Yes No x
6. Maximum amount of 100% County money available: $
7. Date County requests letting: Spring or Summer, 1977

Remarks re Section VI

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

This application is not complete without an attached exhibit showing location of project.

Approved by Board of Commissioners and City of Cornelius as LID project (copy attached).

By
Chairman

By
County Commissioner

By
County Commissioner

O.S.H.D. Field Engineer

Date

By
County Engineer or Roadmaster

COUNTY

Date

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the Matter of the Public Hearing upon the Proposed Public Improvement and Order Authorizing Such Public Improvement and Authorizing the Assessment of the Costs for Such Improvements to the Property within the said Local Improvement District Created for the Improvement of Golf Course Road (10th Street))

RESOLUTION AND ORDER

NO. 76-78

(GOLF COURSE ROAD
Local
Improvement District)

This matter having come on regularly before the Board on the 16th day of September, 1976; and

It appearing to the Board that at its meeting of the 23rd day of March, 1976, it ordered the establishment of the Golf Course Road (10th Street) Local Improvement District for the purpose of making the public improvement of a 40 foot paved road with curbs, and an 8 foot asphaltic concrete pathway

and

It appearing to the Board that at said meeting of the 23rd day of March, 1976, this meeting was duly set as the time and place for public hearing of remonstrances to the said proposed public improvement; and

It appearing to the Board that notice of this proceeding was

RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ORDINANCE NO. 121

AN ORDINANCE FORMING AND ESTABLISHING LOCAL STREET IMPROVEMENT DISTRICT NO. 22; AUTHORIZING CONSTRUCTION OF IMPROVEMENTS; DECLARING METHOD OF ASSESSMENT FOR COST OF IMPROVEMENTS; AUTHORIZING CITY RECORDER TO ISSUE GENERAL OBLIGATION IMPROVEMENT WARRANTS; AND OTHER MATTERS PERTAINING THERETO.

WHEREAS, Pursuant to Resolution No, 227, adopted by the Common Council on the 5th day of April, 1976, the Common Council declared its intention to initiate the construction of street improvements on South 10th Avenue (Golf Course Road) between the southerly right-of-way line of Baseline Road south to the corporate boundaries of the City at or near the southerly right-of-way line of South Nectarine Street, and adopted the City Engineer's survey and written report for such improvements. The owners of property within said proposed improvement district were given an opportunity to file written remonstrances against the proposed improvements and to appear and be heard before the Common Council at 7:30 o'clock p.m. Monday, May 3, 1976; and

WHEREAS, Notice of the Council's intention to make said proposed improvements was given by publication in the Hillsboro Argus, a newspaper of general circulation within the City on the 22nd day of April, 1976, which notice by publication is evidenced by that certain Affidavit of Publication marked Exhibit "A" attached hereto and by this reference incorporated herein, and

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ COOR. ☐ QE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WHEREAS, at said time and place a public hearing was held before the Common Council, at which time the property owners within the proposed street improvement district were given an opportunity to be heard upon the formation of the district and the proposed improvements, and

WHEREAS, it appearing that written remonstrances by at least two-thirds of the property owners within the proposed street improvement district has not been filed against the proposed improvements, and it further appearing to the Common Council that it is in the best interests of the City and the residents and inhabitants and property owners of property lying within the proposed street improvement district that the improvements herein described be made, and an assessment district formed embracing the property located within the proposed street improvement district.

NOW, THEREFORE, The City of Cornelius does ordain as follows:

Section 1: That the City make and construct street improvemen described and defined in the City Engineer's Report prepared by R. A. Wright & Associates, and approved by Resolution No. 227 adopted by the Common Council on the 5th day of April, 1976, which improvements shall be made in accordance with the Charter and ordinances of the City and pursuant to the City Engineer's Report.

Section 2: That the City Engineer be, and he hereby is authorized and directed to prepare construction plans and specifications for the construction of said street improvements.

Section 3: That a local improvement and assessment district be and it hereby is established and formed encompassing all of the property described in said adopted Engineer's report, by this reference incorporated herein; which assessment district shall hereafter be known and referred to as "Local Street Improvement District No. 22." That the costs of said improvements shall be allocated and assessed to each lot, piece or parcel of property lying within said Local Street Improvement District No. 22 in the manner described in the City Engineer's Report adopted under the provisions of Resolution No. 227.

Section 4: That the City Recorder be, and she hereby is authorized to issue General Obligation Improvement Warrants pursuant to the provisions of ORS 287.502 to ORS 287.510 for the cost of said improvements, and the terms and provisions of said warrants shall be as provided by ORS 287.502 to ORS 287.510 and shall be payable on or before two years after the date of issue.

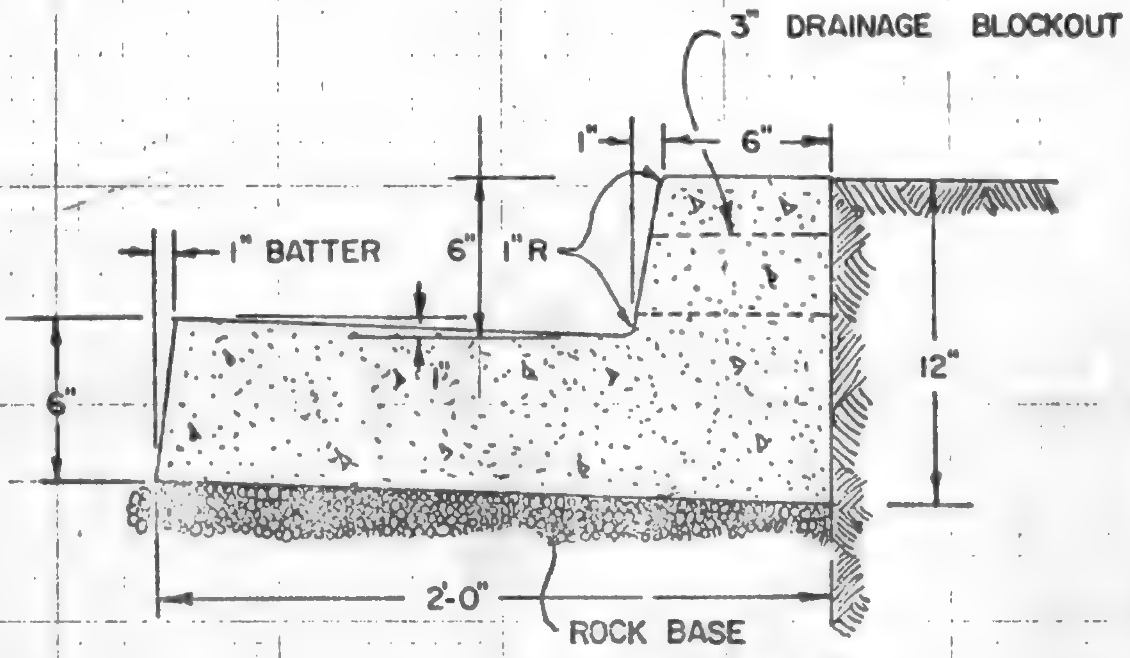
INTRODUCED AND ADOPTED this 3rd day of May, 1976.

CITY OF CORNELIUS

By [illegible] Brown
Mayor

ATTEST:

By [illegible] Mansfield
Recorder



1. CONCRETE TO HAVE A BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS.

2. EXPANSION JOINTS
   - A. TO BE PROVIDED AT EACH POINT OF TANGENCY OF THE CURB
     - 1.) AT EACH COLD JOINT
     - 2.) ON EACH SIDE OF INLETS
     - 3.) AT EACH END OF DRIVEWAYS
   - B. MATERIAL TO BE PRE-MOLDED NON-EXTRUDING MATERIAL WITH A MINIMUM THICKNESS OF 1/2"

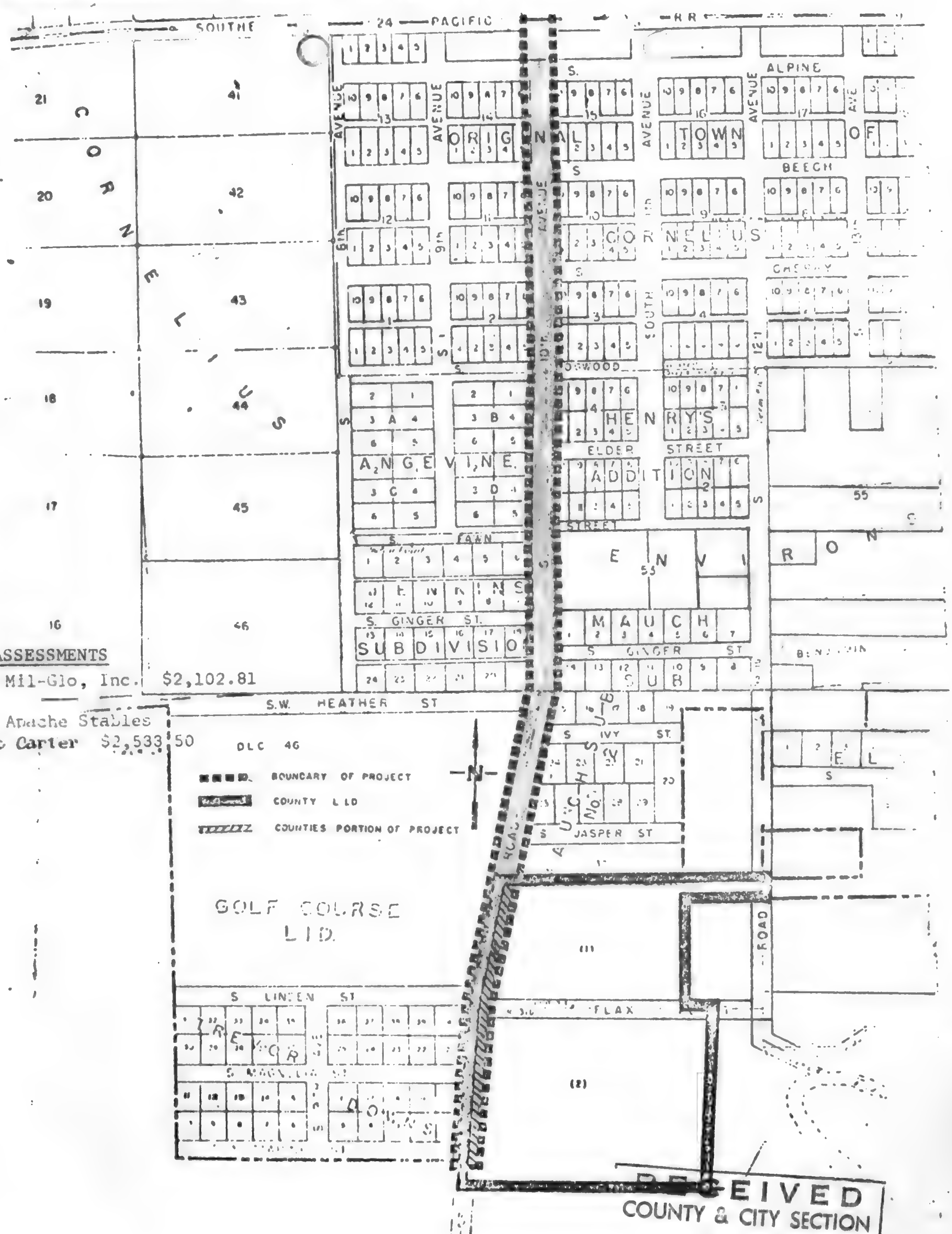
3. CONTRACTION JOINTS
   - A. SPACING TO BE NOT MORE THAN 15'
   - B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1.5 INCHES

4. BASE ROCK - 1-1/2" MINUS, 95% COMPACTION

5. DRAINAGE BLOCKOUT - 3" DIA. PLASTIC PIPE

WASHINGTON COUNTY
DATE 9-13-73
John W.
CIVIL ENGINEER
REVISED

DEPT. OF PUBLIC WORKS
CURB AND GUTTER
NUMBER
C-1



ASSESSMENTS

#1 Mil-Glo, Inc. $2,102.81

#2 Apache Stables
c/o Carter $2,533.50

RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 16, 1976
For Meeting of: March 23, 1976

To : Honorable Board of County Commissioners

APPR

From : Director of Public Works

Subject : Public Hearing: Golf Course Road Local Improvement District

Golf Course Road is a county road partially within the City of Cornelius. After discussions with the city, it was proposed to apply for a federal aid project to improve said road with the local share to come from assessment districts. The City is proceeding to form an assessment district for those properties within the city abutting the road and the county commenced the formation of an LID under Ordinance No. 145 for the two parcels outside the city abutting the property. One of the two properties in the county's proposed LID was the subject of Conditional Use Permit No. 75-5-C. Among other conditions on said permit, the owner was to agree not to remonstrate against the formation of an LID for the improvement of Golf Course Road.

On August 12, 1975 your Board considered remonstrances for the subject LID. At that time you received a remonstrance from one of the two petitioners, namely the owner of the property involved in Conditional Use 75-5-C. Your Board continued the hearing to September 16, 1975 since the Planning Department had served notice on the petitioner of his failure to meet the conditions in said Conditional Use. At the meeting of September 16th, the problem had not been resolved, therefore, your action was to order the improvement suspended for not less than six months by which time the zoning violation matter would have been settled.

The Planning Department now reports that the conditions in Conditional Use Permit No. 75-5-C have been met and, therefore, the remonstrance should be removed. Additionally, the six month period expires on March 16, 1976.

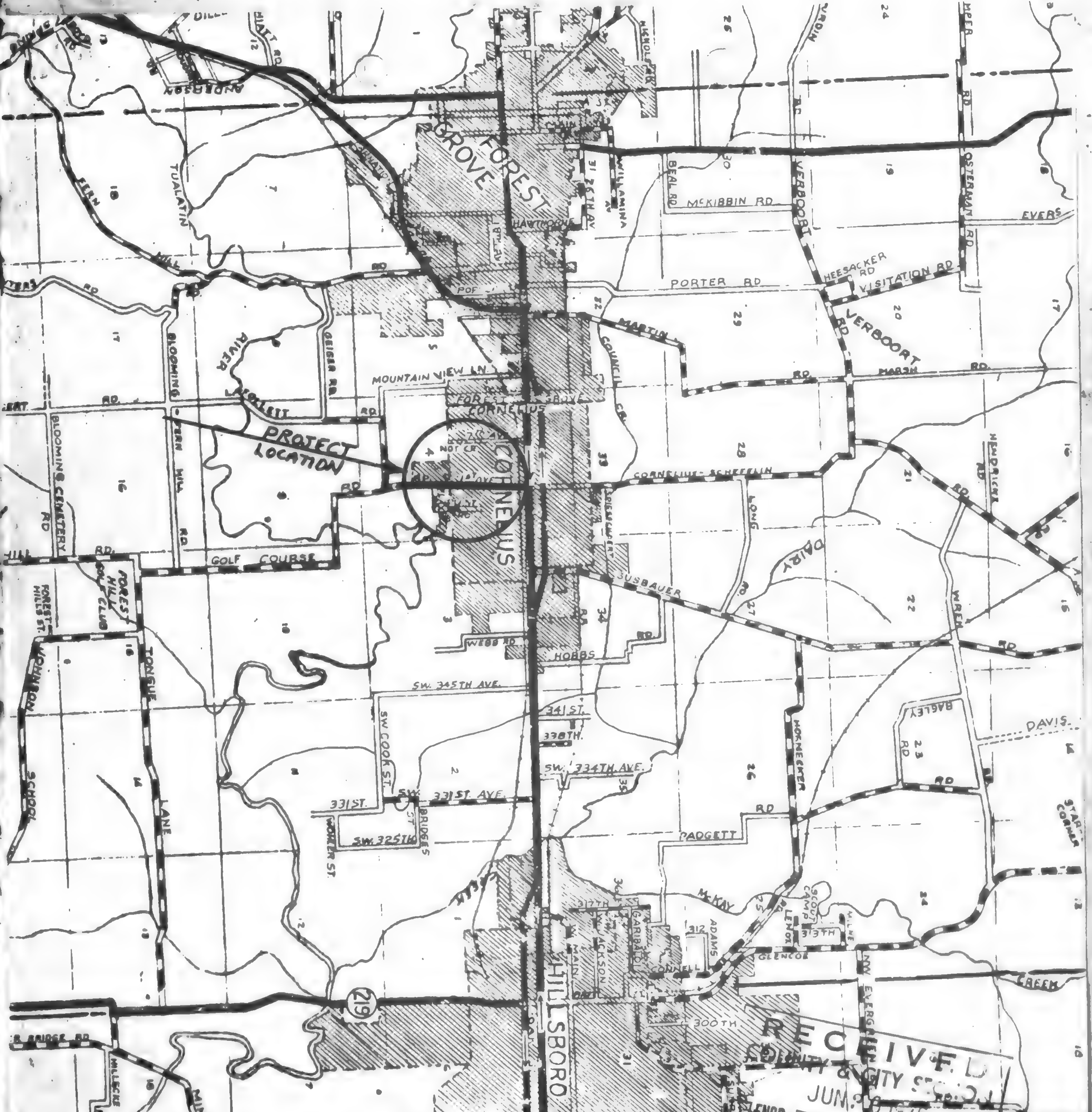
Attached is a map of the proposed assessment district together with proposed assessments covering this project. Registered letters giving notice as per Section 6, Ordinance No. 145, were mailed to all registered property owners, return receipt requested. Said letters gave notice of a public hearing before your Board scheduled for March 23, 1976.

RECOMMENDATIONS: Unless by the close of the public hearing your Board has received written remonstrances from more than one-half of those representing more than one-half of the area specifically benefited, your Board approve the project subject to proper legal formation of an assessment district by the City of Cornelius for the properties within the city for the purpose of providing the local share for a federal aid project. Further, subject to the above conditions, your Board approve an application for a federal aid secondary project as set forth in the feasibility study.

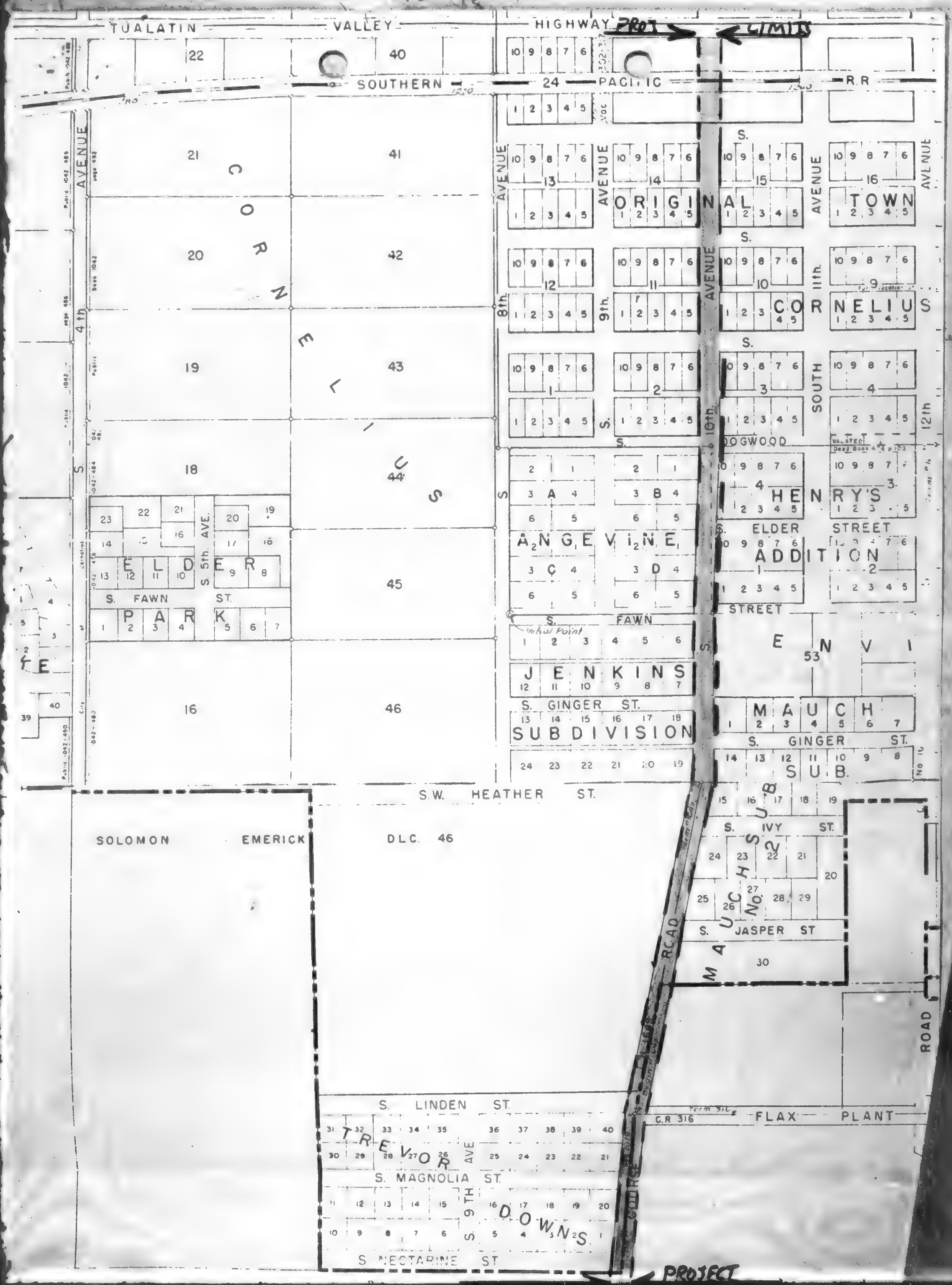
Respectfully submitted,

Ken Meng

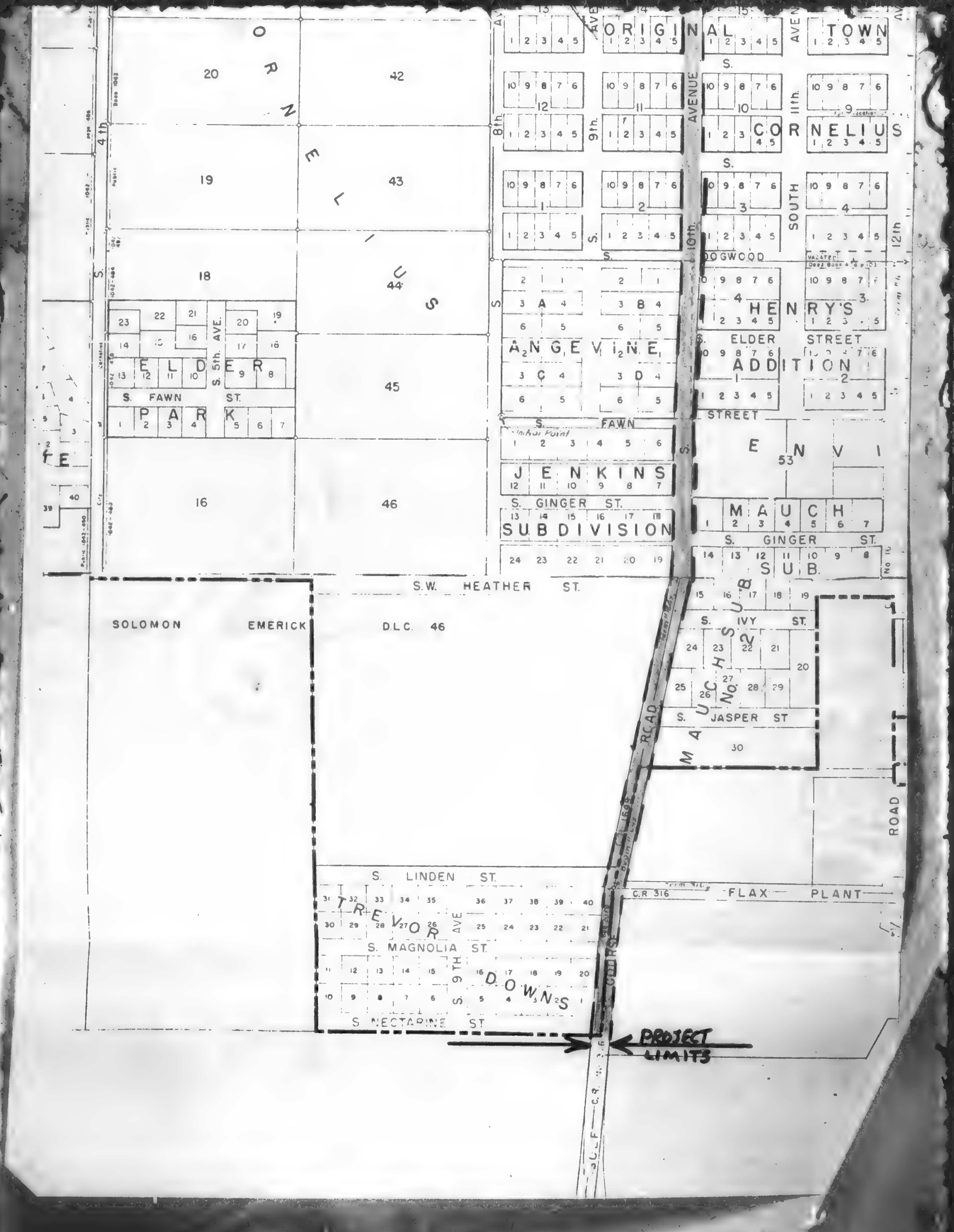
KM:js
Attachments: Map, Assessment listing for proposed district



RECEIVED
COUNTY & CITY SEC.
JUN 30 1976
ENGR. ☐ COORD. ☐ ☐ CE ☐ AE ☐ UE
RPE ☐ CE ☐ ☐ RPE ☐



TUALATIN VALLEY HIGHWAY
PROJ LIMITS
SOUTHERN 24 PACIFIC R.R.
ORIGINAL TOWN
CORNELIUS
HENRY'S ADDITION
ANGEVINE
JENKINS SUBDIVISION
MAUCH SUB.
MAUCH SUB. No. 2
ELDER PARK
CORNELIUS
4th AVENUE
S. 5th AVE.
8th AVENUE
9th AVENUE
10th AVENUE
11th AVENUE
12th AVENUE
S. DOGWOOD
S. ELDER STREET
S. FAWN ST.
S. GINGER ST.
S.W. HEATHER ST.
S. IVY ST.
S. JASPER ST
SOLOMON EMERICK DLC. 46
ROAD
C.R. 316
FLAX PLANT ROAD
S. LINDEN ST.
S. MAGNOLIA ST.
S. NECTARINE ST
S. 9TH AVE
TREVOR DOWNS
PROJECT
Initial Point


ORIGINAL TOWN
CORNELIUS
CORNELIUS
S. 10th AVENUE
SOUTH 11th
12th
8th
9th
DOGWOOD
HENRY'S ADDITION
S. ELDER STREET
STREET
ANGEVINE
S. FAWN
JENKINS
S. GINGER ST.
SUBDIVISION
MAUCH SUB.
S. GINGER ST.
53
S.W. HEATHER ST.
MAUCH SUB. No 2
S. IVY ST.
S. JASPER ST
ELDER PARK
S. FAWN ST.
S. 5th AVE.
S 4th
SOLOMON EMERICK D.L.C. 46
ROAD
C.R. 1698
COURSE
C.R. 316
FLAX PLANT
ROAD
S. LINDEN ST.
TREVOR DOWNS
S. MAGNOLIA ST.
S. 9TH AVE
S. NECTARINE ST.
C.R. 316
S.L.F.
PROJECT LIMITS
20
19
18
16
42
43
44
45
46
39
40

8775 Old Portland Rd.-S 6th St. 1978
(St. Helens) Sec. in St. Helens
(grad, pav, & sign)

3-1-74
C#a 5581 8-3-78

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 7-8-78 TO 3-11-80

FEDERAL AID PROJECT NO. M-6260(2)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$130,886.78	$130,812.38	85.775	$112,197.73	$112,197.73	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 7/24/80

PASSED FOR PAYMENT
BY V.S. Shoop, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

8775 305-1086 ✓

STATEME F COSTS INCURRED UNDER PROJECT AGREE T

12-4-80

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Old Portland Rd.-S. 6th St. (St. Helens) Section Columbia County					
	Construction Type Code 6201 Roadway (Sta. 9+15 To Sta. 30+18)					
	Final Contract Payment Summary	Lump Sum			$118,676.95	
SPO	#1 Permanent Pavement Striping-State	All Required			246.38	
	Total Participating Construction				$118,923.33	
	Construction Engineering					
	State	All Required			$ 12,488.99	
	Liquidated Damages	Lump Sum			(600.00)	
	Total Participating Construction Engineering				$ 11,888.99	
	Total Participating Costs				$130,812.32	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			5.79	
	Construction Engineering-State	All Required			68.67	
	Total Nonparticipating Items				$ 74.46	
	TOTAL PROJECT COSTS				$130,886.78	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/26/80.					
	AMOUNT CARRIED FORWARD					

12-4-80
TO TYPE
E

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4-9-78
TO 7-4-78

FEDERAL AID PROJECT NO.
M-6278 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
3,456.61	3,446.45	78.19%	2,694.78	2,694.78	0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 1-22-80

PASSED FOR PAYMENT
BY V.E. Skoog
Controller

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA RIVER HIGHWAY - S. 6TH ST. (ST. HELENS)					
	CITY STREET IN COLUMBIA COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (Kaster Rd. - Plymouth St.)					
	State	All Required			$ 3,446.45	
	Total Participating Cost				3,446.45	
	Nonparticipating Items					
	State (Preliminary Engineering)	All Required			10.16	
	Total Nonparticipating Cost				10.16	
	Total Cost				$ 3,456.61	
	Prepared based on Participation Cost as shown on the Federal Billing as of Jan. 17, 1980.					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD	FROM 4-9-76	
	TO 7-4-78	

FEDERAL AID PROJECT NO.
M-6250 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
4,611.15	4,597.00	78.19%	3,594.26	3,594.26	0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 1-22-80	BY V.E. Skoog DATE Controller

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA RIVER HIGHWAY - S. 6TH ST. (ST. HELENS)					
	CITY STREET IN COLUMBIA COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (Old Portland Rd. to S. 6th St.)					
	State	All Required			$ 4,597.60	
	Total Participating Cost				4,597.60	
	Nonparticipating Items					
	State (Preliminary Engineering	All Required			13.55	
	Total Nonparticipating				13.55	
	Total Cost				$ 4,611.15	
	Prepared based on Participating Cost as shown on the Federal Billing as of Jan. 17, 1980.					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD	FROM 4-9-76	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 7-4-78	☒ FINAL VOUCHER (*)	St. Helens M-6220 (1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
11,160.69	11,117.95	78.19%	8,693.13	8,693.13	0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY Oregon	DATE	BY	DATE 1-23-80	BY	DATE V.E. Skoog Controller

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

505-1923

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA RIVER HIGHWAY - S. 6TH ST. (ST. HELENS)					
	CITY STREET IN COLUMBIA COUNTY					
	Preliminary Engineering Type Code PE Preliminary Engineering (U.S. 30 to Kaster Rd.)					
	State	All Required			$ 11,117.95	
	Total Participating Cost				11,117.95	
	Nonparticipating Items					
	State (Preliminary Engineering)	All Required			32.74	
	Total Nonparticipating Cost				32.74	
	Total Cost				$ 11,150.69	
	Prepared based on Participating Cost as shown on the Federal Billing as of Jan. 17, 1980.					
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                                         SEPTEMBER 1980

                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE
                                       305    1084        900      00 N 1
                                       305    1084        915      00 P 1
                                                          TOT      P1
                                                          TOT      N1
                                                    ** JOB TOTALS **             **                   **

  OLD PORT RD-S 6TH ST            CONT NO 8775 * FA PROJ NOS M    260002 100
                                       305    1086        201      00 P 1 cont.
                                       305    1086        203      00 P 1 Cr. Liq. Dam.
                                       305    1086        206      00 N 1 Int.
                                       305    1086        270      01 P 1 SFO#1
                                       305    1086        295      00 N 9 Tr. City
                                       305    1086        295      00 N 9 " St.
                                       305    1086        298      00 N 9 " Fed.
                                       305    1086        900      00 P 1 Engr.
                                       305    1086        900      00 N 1                           11.48
                                       305    1086        920      00 P 1 p.m.
                                                          TOT      P1
                                                          TOT      N1                               11.48
                                                    ** JOB TOTALS **             **                 11.48  **

  VINE ST-SCAPPOOSE HS (SCAPP)    CONT NO 8810 * FA PROJ NOS SOS 503002 100
                                       305    1088        201      00 P 1
                                       305    1088        205      01 P 1                          131.98
                                       305    1088        206      00 N 1
                                       305    1088        220      01 P 1                          241.78CR
                                       305    1088        295      00 N 9
                                       305    1088        296      00 N 9        33.53CR           286.47CR
                                       305    1088        298      00 N 9        33.53             286.47
                                       305    1088        900      00 P 1                           13.29
                                       305    1088        900      00 N 1
                                       305    1088        915      00 P 1                          135.60
                                       305    1088        915      01 P 1                          294.75
                                       305    1088        920      00 P 1
                                                          TOT      P1                              333.84
                                                          TOT      N1
                                                    ** JOB TOTALS **             **                333.84  **

  WCL CALVIN ST COLUMBIA CTY      CONT NO 8839 * FA PROJ NOS SOS 502001 100
                                       305    1089        201      00 P 1
                                       305    1089        206      00 N 1
                                       305    1089        295      00 N 9
                                       305    1089        296      00 N 9
                                       305    1089        298      00 N 9
                                       305    1089        900      00 P 1        11.48              11.48
                                       305    1089        900      00 N 1
```

```
                                                        SEPTEMBER 1980          PAGE  141

                                                                   FISCAL              GRAND TOTAL       ACTIVE  YRS
ENT            PREFIX          FUNCTION   GR  CURRENT MONTH     YEAR TO DATE            TO DATE          BEG     END
            305    1084        900      00 N 1                                           154.58          79      79
            305    1084        915      00 P 1                                           142.08          79      79
                               TOT      P1                                            54,983.03
                               TOT      N1                                             5,129.89CR
                           ** JOB TOTALS **               **                  **      49,853.14   **

       CONT NO 8775 * FA PROJ NOS M   260002 100                                                     STATE
            305    1086        201      00 P 1 cont.                                 118,676.95          78      79
            305    1086        203      00 P 1 Cr. Liq. Dam.                             600.00CR        79      79
            305    1086        206      00 N 1 Int.                                        5.79          79      79
            305    1086        270      01 P 1 SFO#1                                     246.38          79      79
            305    1086        295      00 N 9 Tr. City                                9,790.00          78      78
            305    1086        295      00 N 9 " St.                                 121,987.73CR        78      80
            305    1086        298      00 N 9 " Fed.                                112,197.73          78      80
            305    1086        900      00 P 1 Engr.                                  12,461.81          78      80
            305    1086        900      00 N 1 "                       11.48              80.15          78      80
            305    1086        920      00 P 1 p.m.                                       27.18          78      78
                               TOT      P1                                           130,812.32
                               TOT      N1                                 11.48          85.94
                           ** JOB TOTALS **               **               11.48  **  130,898.26   **

P)     CONT NO 8810 * FA PROJ NOS SOS 503002 100                                                     STATE
            305    1088        201      00 P 1                                        56,380.21          79      79
            305    1088        205      01 P 1                            131.98                         80      80
            305    1088        206      00 N 1                                            67.66          79      79
            305    1088        220      01 P 1                            241.78CR     1,077.99          80      80
            305    1088        295      00 N 9                                         6,610.00          78      78
            305    1088        296      00 N 9          33.53CR           286.47CR    60,064.68CR        78      80
            305    1088        298      00 N 9          33.53             286.47      53,454.68          79      80
            305    1088        900      00 P 1                             13.29       4,406.30          78      80
            305    1088        900      00 N 1                                            41.38          78      78
            305    1088        915      00 P 1                            135.60         135.60          80      80
            305    1088        915      01 P 1                            294.75         294.75          80      80
            305    1088        920      00 P 1                                            28.43          78      78
                               TOT      P1                                333.84      62,323.28
                               TOT      N1                                               109.04
                           ** JOB TOTALS **               **              333.84  **   62,432.32   **

Y      CONT NO 8839 * FA PROJ NOS SOS 502001 100                                                     STATE
            305    1089        201      00 P 1                                        43,287.20          79      79
            305    1089        206      00 N 1                                             7.04          79      79
            305    1089        295      00 N 9                                         6,150.00          79      79
            305    1089        296      00 N 9                                        47,390.27CR        79      80
            305    1089        298      00 N 9                                        41,240.27          79      80
            305    1089        900      00 P 1          11.48              11.48       4,799.17          78      80
            305    1089        900      00 N 1                                            10.50          79      79
```

TOTAL TO DATE JOB COST SUMMARY JULY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE
	505	1923	901	00	N	1		
	505	1923	902	00	P	1		
	505	1923	902	00	P	2		
	505	1923	902	00	P	3		
	505	1923	902	00	N	1		
	505	1923	902	00	N	2		
	505	1923	902	00	N	3		
	505	1923	905	00	P	1		
	505	1923	905	00	P	2		
	505	1923	905	00	P	3		
	505	1923	907	00	P	1		
	505	1923	907	00	P	2		
	505	1923	907	00	P	3		
	505	1923	909	00	P	1		
	505	1923	909	00	P	2		
	505	1923	909	00	P	3		
	505	1923	910	00	P	1		
	505	1923	910	00	P	2		
	505	1923	910	00	P	3		
	505	1923	911	00	P	1		
	505	1923	911	00	P	2		
	505	1923	911	00	P	3		
	505	1923	914	00	P	1	.47	.47
	505	1923	914	00	P	2	.20	.20
	505	1923	914	00	P	3	.14	.14
	505	1923	916	00	P	1		
	505	1923	916	00	P	2		
	505	1923	916	00	P	3		
	505	1923	918	00	P	1		
	505	1923	918	00	P	2		
	505	1923	918	00	P	3		
	505	1923	920	00	P	1		
	505	1923	920	00	P	2		
	505	1923	920	00	P	3		
	505	1923	921	00	P	1		
	505	1923	921	00	P	2		
	505	1923	921	00	P	3		
	505	1923	923	00	P	1		
	505	1923	923	00	P	2		
	505	1923	923	00	P	3		
	505	1923	924	00	P	1		
	505	1923	924	00	P	2		
	505	1923	924	00	P	3		
	505	1923	960	00	P	1		
	505	1923	960	00	P	2		
	505	1923	960	00	P	3		
			TOT	P1			.59	.59
			TOT	P2			.25	.25
			TOT	P3			.18	.18
			TOT	N1				
			TOT	N2				
			TOT	N3				
			** JOB TOTALS **				1.02 **	1.02

PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
505	1923	901	00	N 1			42.00
505	1923	902	00	P 1			437.67
505	1923	902	00	P 2			181.08
505	1923	902	00	P 3			135.85
505	1923	902	00	N 1			32.74
505	1923	902	00	N 2			13.55
505	1923	902	00	N 3			10.16
505	1923	905	00	P 1			2,049.93
505	1923	905	00	P 2			848.26
505	1923	905	00	P 3			636.18
505	1923	907	00	P 1			35.59
505	1923	907	00	P 2			14.73
505	1923	907	00	P 3			11.04
505	1923	909	00	P 1			77.04
505	1923	909	00	P 2			31.87
505	1923	909	00	P 3			23.91
505	1923	910	00	P 1			258.15
505	1923	910	00	P 2			106.80
505	1923	910	00	P 3			80.08
505	1923	911	00	P 1			1,182.45
505	1923	911	00	P 2			489.27
505	1923	911	00	P 3			366.96
505	1923	914	00	P 1	.47	.47	70.37
505	1923	914	00	P 2	.20	.20	29.11
505	1923	914	00	P 3	.14	.14	21.86
505	1923	916	00	P 1			58.56
505	1923	916	00	P 2			24.23
505	1923	916	00	P 3			18.17
505	1923	918	00	P 1			30.74
505	1923	918	00	P 2			12.72
505	1923	918	00	P 3			9.54
505	1923	920	00	P 1			17.55
505	1923	920	00	P 2			7.26
505	1923	920	00	P 3			5.45
505	1923	921	00	P 1			700.10
505	1923	921	00	P 2			289.70
505	1923	921	00	P 3			217.25
505	1923	923	00	P 1			2,278.30
505	1923	923	00	P 2			937.95
505	1923	923	00	P 3			703.43
505	1923	924	00	P 1			282.31
505	1923	924	00	P 2			116.82
505	1923	924	00	P 3			87.59
505	1923	980	00	P 1			27.46
505	1923	980	00	P 2			11.36
505	1923	980	00	P 3			8.53
		TOT		P1	.59	.59	11,117.95
		TOT		P2	.25	.25	4,597.60
		TOT		P3	.18	.18	3,446.45
		TOT		N1			74.74
		TOT		N2			13.55
		TOT		N3			10.16
		** JOB TOTALS **			1.02 **	1.02 **	19,260.45 **

```
OLD PORTLAND .D-6TH ST-STHELN CONT NO       # FA PROJ NOS M   620001  58 M   660001  2
                                   505   1923     295      00 N 9
                                   505   1923     296      00 N 9
                                   505   1923     298      00 N 9
                                   505   1923     901      00 P 1              .12
                                   505   1923     901      00 P 2              .05
                                   505   1923     901      00 P 3              .04
```

```
TOTAL TO DATE JOB COST SUMMARY                                                    JU

DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH     YE
                                   505   1923     901      00 N 1
                                   505   1923     902      00 P 1
                                   505   1923     902      00 P 2
                                   505   1923     902      00 P 3
                                   505   1923     902      00 N 1
                                   505   1923     902      00 N 2
                                   505   1923     902      00 N 3
                                   505   1923     905      00 P 1
                                   505   1923     905      00 P 2
                                   505   1923     905      00 P 3
                                   505   1923     907      00 P 1
                                   505   1923     907      00 P 2
                                   505   1923     907      00 P 3
                                   505   1923     909      00 P 1
                                   505   1923     909      00 P 2
                                   505   1923     909      00 P 3
                                   505   1923     910      00 P 1
                                   505   1923     910      00 P 2
                                   505   1923     910      00 P 3
                                   505   1923     911      00 P 1
                                   505   1923     911      00 P 2
                                   505   1923     911      00 P 3
                                   505   1923     914      00 P 1              .47
                                   505   1923     914      00 P 2              .20
                                   505   1923     914      00 P 3              .14
```

```
ELN CONT NO        # FA PROJ NOS M   620001  58 M   660001  24 M   670001  18                STATE
          505   1923      295      00 N 9                                             1,600.00
          505   1923      296      00 N 9                                            16,582.77CR
          505   1923      298      00 N 9                                            14,982.77
          505   1923      901      00 P 1                .12               .12          3,611.73
          505   1923      901      00 P 2                .05               .05          1,496.44
          505   1923      901      00 P 3                .04               .04          1,120.61
```

```
                                                           JULY 1980       PAGE  680
Y
                                                             FISCAL         GRAND TOTAL
MENT       PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                                                                 42.00
          505   1923      901      00 N 1                                       437.67
          505   1923      902      00 P 1                                       181.08
          505   1923      902      00 P 2                                       135.85
          505   1923      902      00 P 3                                        32.74
          505   1923      902      00 N 1                                        13.55
          505   1923      902      00 N 2                                        10.16
          505   1923      902      00 N 3                                     2,049.93
          505   1923      905      00 P 1                                       848.26
          505   1923      905      00 P 2                                       636.18
          505   1923      905      00 P 3                                        35.59
          505   1923      907      00 P 1                                        14.73
          505   1923      907      00 P 2                                        11.04
          505   1923      907      00 P 3                                        77.04
          505   1923      909      00 P 1                                        31.87
          505   1923      909      00 P 2                                        23.91
          505   1923      909      00 P 3                                       258.15
          505   1923      910      00 P 1                                       106.80
          505   1923      910      00 P 2                                        80.08
          505   1923      910      00 P 3                                     1,182.45
          505   1923      911      00 P 1                                       489.27
          505   1923      911      00 P 2                                       366.96
          505   1923      911      00 P 3                                        70.37
          505   1923      914      00 P 1           .47               .47          29.11
          505   1923      914      00 P 2           .20               .20          21.86
          505   1923      914      00 P 3           .14               .14
```

8775

P

81-734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-4-80	CC 2087		505-1923-295 305-1086-295

BILL TO: Code:

City of St. Helens
P.O. Box 278
St. Helens, OR 97051
ATTN: Mr. George E. Shelley
City Administrator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT			
Federal Aid Urban Project M-6220(1) M-6260(1), M-6270(1), M-6260(2) Old Portland Road-S. 6th Street Plymouth Street Columbia County Agreement No. 5581 Contract No. 8775			
TOTAL COST			$150,158.71
Less Federal Funds			127,180.50
Less State Share			11,436.99
City Share			11,541.22
City Advance Deposit			13,740.00
REFUND DUE CITY			2,198.78
(ATTACH ITEMIZED STATEMENT TO INVOICE)			

Advance Deposit Amount	$ 13,740.00
Advance Deposit Previously Transferred to Highway Fund	$ 11,390.00
Balance	$ 2,350.00
Transfer to Highway Fund	$ 151.22
Refund Due	$ 2,198.78
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1710 & CC 1880

Amount Due . . . . . $

Submitted by: Gary E. Zehner
GARY E. ZEHNER

Approved:
D.E. SWAN

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** December 4, 1980

CITY St. Helens **Contract No.** 8775 **Date Completed** 5-4-79

PROJECT # M-6220(1) **Section** Old Portland Road - S. 6th St. Plymouth St.

PAYMENTS TO CONTRACTOR M-6260(1) M6270(1) M6260(2)

ITEM		TOTAL COST
Preliminary Engineering		$ 19,260.45
Payments to Contractor		118,676.95
Credit for Liquidated Damages		(600.00)
Interest		5.79
SFO #1 Permanent Striping		246.38
Construction Engineering		12,541.96
Project Management		27.18
TOTAL PROJECT COST		$150,158.71
Federal Funds		127,180.50
BALANCE		$ 22,978.21
Non-Participating Costs:		
Preliminary Engineering	$98.45	
Interest	5.79	
Construction Engineering	80.15	184.39
Amount to be Shared by State & City		$ 22,793.82

State Share:

50% of ($22,793.82 + 80.15) = $11,436.99

City Share:

50% of ($22,793.82 + (184.39-40.08) = $11,541.22

Reference: Billing Form CC 2087

8775

U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

3-11-80

REGION NO. 10	REPORT NO. 2	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 3-11-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-6260(2)
COMPLETION DATE 5-4-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-13-79	TIME ELAPSED 109 %	CONTRACT TIME 70 C.D.
APPROVED EXTENSIONS None	LOCATION Old Portland Rd to S. 6th Street on FAU 6260 (Plymouth Street) in the city of St. Helens		

~~*The PR-37 Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OLD PORTLAND RD - SOUTH 6th STREET
Plymouth St. (St Helens)
Grading, Paving & Signing

RECEIVED
STATE HWY ENGR
MAR 12 '80
REFERRED TO
3/13 cy Kessey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3-11-80	TITLE Field Operations Engineer	DATE 3-11-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8775 2

~~ROBERT W. STRAUB~~
GOVERNOR
Victor Atiyeh

Department of Transportation
STATE HIGHWAY DIVISION

September 4, 1979

Lakeside Industries
Post Office Box 1379
Bellevue, WA 98009

Attn: Mr. Randy E. Dec

Gentlemen:

Time Extension Request
Old Portland Rd.-S. 6th Street
City of St. Helens
Contract No. 8775

In response to your August 30 letter, we must again deny your request for additional time on the above project. The reason given for the additional time requested is not a valid reason under the terms of the contract. Please refer to Section 108.09 of the Standard Specifications.

Sincerely,

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter (w/att.)
Ed Hardt "
Paul Barnhart "

RECEIVED
STATE HWY ENGR
SEP 5 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

9-5
cy:
Dick Hack

Form 81-734 3123

LAKESIDE INDUSTRIES
P. O. BOX 1379 BELLEVUE, WASH. 98009 (206) 641-4600

8-30-79

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Time Extension Request
Old Portland Rd. s. 6th. S.
City of St. Helens
Contract # 8775 FAP#M-6260(2)

Gentlemen,

In reference to receipt of your letter dated August 14th, I would like to reiterate our reason for time extension on the above project. The reason for the penalty time was in the placement of the permanent signing. We tried everything possible for 7 days to meet the state requirements but with little success. Our final solution to the problem was to dig out the holes wider and not so deep and then fill them with concrete. Your state inspector suggested talking this idea over with the city manager because they would have full responsibility of the project upon completion. His answer was to go ahead with our solution. Upon the agreement of the city we commenced placement of the signing and completed the project in one day. I feel that because of this indecision we were penalized 6 days unnecessarily.

Please review my explanation of the problem and contact me if you have any questions.

Randy E. Dec
Randy E. Dec
Project Engineer
Lakeside Industries

NOTED
F. R GRIFFIN

A[illegible] 1979
[illegible]

8775

2

~~ROBERT W. STRAUB~~
GOVERNOR
Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 14, 1979

Lakeside Industries
Post Office Box 1379
Bellevue, WA 98009

Attn: Mr. Randy E. Dec

noted
H. S. COULTER

Gentlemen:

Time Extension Request
Old Portland Rd.-S. 6th Street
City of St. Helens
Contract No. 8775, FAP No. M-6260(2)

We have reviewed your request for additional contract time on the above project. Contract time is a key part of the competitive bidding process on public works contracts. Adjustments in contract time are therefore granted only for "bona fide" reasons beyond the control of the contractor. (See Section 108.09 of the Standard Specifications.) The reason stated in your request is not one for which additional time can be granted and your request must be denied.

Sincerely,

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter (w/att.)
Ed Hardt
Paul Barnhart
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File
						✓

Form 81-734-3123 (Rev. 7-77)

FORM 81-734-3030

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
AUG 13 1979
CONSTRUCTION BRANCH

Richards
Inlocs
Widmer
Gebauer
Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 10, 1979

FILE:

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: BRYANT JACKMOND
Contract Administration Engineer

SUBJECT: OLD PORTLAND RD.-S 6th ST.
City of St. Helens
Contract No. 8775
Time Extension Request

Attached is a time extension request and letters of explanation from the contractor and Paul Barnhart's letter of analysis and recommendation.

There is notice in the location engineer's narrative that solid rock is evident and will be encountered throughout this project. Paul Barnhart had this information and it was available to any contractor that asked for it. Additionally, rock was visible in the ditches and roadbed, and even a casual visit through the site would have discovered this fact.

I don't believe either Paul or I are being hardnosed about this question of time and the rock, but there just is no real reason for us to grant any time.

I concur to Paul's recommendation that no additional time be granted for the reasons given.

8-14-79
Concur

MC/gw

Attachment

cc: Paul Barnhart

734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

August 7, 1979

Paul R. Barnhart
Resident Engineer

SUBJECT: Old Portland Rd.-S. 6th St.
City of St. Helens
Contract #8775

Edward L. Hardt
Region Engineer

: Marion Craft

Enclosed is a request for a time extension of six (6) calendar days from Lakeside Industries on the subject project.

Contract Awarded: August 15, 1978
Calendar days: 70
Calendar days to begin: August 26, 1978
Calendar days began: September 25, 1978
Work began: October 17, 1978
Shutdown order: December 1, 1978 to April 26, 1979
Completed work: May 4, 1979

We had two shutdown, or, delay periods because of (1) the utilities were not adjusted and, (2) cold and wet weather kept us from placing the top lift of A.C.. The calendar day count reflects these changes.

In referring to Lakesides' letter, 6-12-79, and the statement "...did not consider the rock...", the contractor did not contact this office prior to the bid opening so we could not advise them to be sure of the materials to excavate. We did, in the course of the contract, adjust grades upward and this could only be advantagous to the contractor.

On the Request for Increase, the contractor says the State should have solved their problem earlier. The contractor made four separate trips to the project to install the signs without accomplishing a thing. After the fourth trip we again suggested using a backhoe to dig the hole and then import backfill material. This was the way the job was done.

Because of the contractors' inefficient methods for attaining results throughout this project, I do not recommend an increase in the number of workdays.

Yours truly,

Paul R. Barnhart

Paul R. Barnhart
Resident Engineer

7 C
RECEIVED
REGION

PRB/cjs

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 7/20, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 76 days, within which to complete our Contract No. 8775, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to the amount of rock we had our problems in getting the correct depth on the sign post. With The cooperation of th state the problem was solved. It was my feeling that this problem could have been solved earlier.

Letter attached.

Respectfully submitted,

Lakeside Industries
Contractor

By Randy E. Dee

CONSENT OF SURETY

Date July 25, 1979, 19 79

We, SEABOARD SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paula M. McCoy
Attorney-in-fact
Paula M. McCoy

(SEAL)

Resident Agent
L.J. Stewart

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8775 Contractor Lakeside Industries

Highway FAU 6260(Plymouth Street)

Section Old Portland Rd.-S. 6th St. (St. Helens)

Kind of Work Grading, Paving, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED~~. The reasons for such recommendation are as follows:

Not a valid reason

Recommended for Approval:

Marvin Cuff /Region Engineer

O. B. [illegible]
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8775

Project designation M-6260(2)
State-Federal

Date awarded Aug. 15, 1978

Work started Oct. 17, 1978

Per cent completed 100% - May 4, 1979
Date

No. of Workdays Allowed 70

No. of Workdays Used 76

No. of Added Workdays Requested 6

SP*10663-734

88175

LAKESIDE INDUSTRIES
P. O. BOX 1379 BELLEVUE, WASH. 98009 (206) 641-4600

6-12-79

Oregon State
Highway Division
1919 N.W. Thurman St.
Portland, Oregon 97209

Old Portland Rd.
to S. 6th. St.
Plymouth Street FAU6260

Dear Sir,

The St. Helen's job was my first venture into Oregon, and in particular, St. Helen's proper. I did not consider the rock in my bid. I realize there was no intent on the part of your office to hide the fact of the existant of rock on the job; but the fact is, I didn't know the ground conditions were what they turned out to be.

We experienced many problems thru out the job because of the rock. Your office was very cooperative thru out the project, but none the less; we really had our problems and ate up much more time than we had expected. Because of these extenuating circumstances, we are respectfully requesting you grant us 6 days extension of time.

We would like to do more business in Oregon in the near future and would certainly appreciate your consideration of the above request. We realize we were green on our first job with you, but we have learned a good lesson, hopefully without a monetary additional penalty.

Sincerely,

Randy E. Dec

Randy E. Dec
Project Engineer

8775

8

June 15, 1979

Seaboard Surety Company
1001 4th Avenue
Seattle, Washington 98154

Gentlemen:

Contract No. 8775 awarded to Lakeside Industries for work on the Old Portland Road-S. 6th Street (St. Helens) Section of Plymouth Street in Columbia County was completed on May 4, 1979, and accepted by the State Highway Engineer on June 13, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 20, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Lakeside Industries
P. O. Box 240
Kelso, WA 98626

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

9772

Copy Sent to H.S. Coulter

U. S. GOVERNMENT PRINTING OFFICE: 1976—625-085

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INTERMEDIATE AND FINAL INSPECTION REPORT

1-5-79

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon

IN COMPANY WITH
G. Hopkins, M. Craft, H. Broderick, OSHD; and V. Tabor, FHWA

PROJECT NO.
M-6260(2)

DATE OF INSPECTION 6-5-79	INSPECTION MADE BY W. N. Bryant, Area Engineer	

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 109 %	WORK COMPLETED 100 %

OLD PORTLAND RD.-SOUTH 6th STREET
PLYMOUTH ST. (ST. HELENS)
Grading, Paving, & Signing

This project provided for roadbed grading, aggregate base, and asphalt pavement; construction of a concrete stairway; installation of culverts; and revision of roadway signing. A contract in the amount of $143,784.31 was awarded Lake Side Industries, Kelso, Washington, on August 15, 1978. Work began on October 17, 1978 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on May 4, 1979 at a final estimated cost of $120,000.00. A total of 76 calendar days were used as compared to the 70 calendar days specified.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-18
cy to

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8775

CONSTRUCTION NARRATIVE REPORT

6-1-79

Old Portland Rd. - S. 6th St. (St. Helens)
Highway FAU 6260 (Plymouth Street)
Columbia County, Contractor: Lakeside Ind.
Contract #8775, Grading, Paving, & Signing
Prefix #305-1086, FAP #M-6260(2)

This project was originally designed with "freeway" type grades and alignment without regard to existing grades and alignments or needs and uses of the area.

There was a planned 2283 Cu. Yds. of General Excavation, of which approximately 90% was in solid rock, and a planned excess of 433 Cu. Yds. to be wasted. A shrink factor of 15-20% in dirt is reasonable, but in this rock we would have probably had about 1,000 Cu. Yds. of waste material.

To reach the planned grades we would have had to relocate approximately 950 feet of both 6" or 4" gas lines and 6" or 4" water lines. To drill and shoot these pipes back into the ground would have been very expensive and terribly time consuming.

We staked the project as planned. We then took the City of St. Helens Superintendent of Public Works out to show him what was going to happen and suggested to him how this relocation could be avoided. The City then wrote us a letter requesting the vertical and horizontal alignment be changed to fit the existing conditions.

By making these changes, under normal contract bidding, we would make a savings upwards of $30,000 in the general excavation alone.

This one problem alone could have been corrected at three different stages prior to the advertising of this project.

Paul R. Barnhart
Paul R. Barnhart
Resident Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
JUN 1 1979
N M
File: PM FA
TAA Gary Z. LG OP

STATEMENT OF OVERRUNS AND UNDERRUNS

Old Portland Road - S. 6th St.
FAU 6260 (Plymouth St.)
Contract No. 8775
Prefix No. 305-1086

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
1	Mobilization	Lump Sum	100%	100%	0
2	Temporary Protection and Direction Of Traffic	Lump Sum	100%	100%	0
3	Temporary Signs	Sq. Ft.	211	64.00	-70
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
4	Temporary Barricades	Each	5	0	-100
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
5	Flagmen	Hour	200	49.5	-75
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
6	Clearing and Grubbing	Lump Sum	100%	100%	0
7	Removal of Structures and Obstructions	Lump Sum	100%	100%	0
8	General Excavation	Cu. Yd.	2,283	539.7	-76
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
9	Trench Excavation	Cu. Yd.	66	91.76	+39
	Change in the planned grade and alignment requested by the City of St. Helens increased this bid item quantity.				
10	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0
11	Watering	M-Gallons	100	22.2	-78
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
12	Aggregate Base	Ton	4,500	3211.56	-29
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
13	Class B Asphalt Concrete	Ton	2,100	1951.76	- 7
14	Concrete in Stairways	Cu. Yd.	2	0	-100
	Change in the planned grade and alignment requested by the City of St. Helens left existing stairway undisturbed.				
15	Pipe Handrail	Lin. Ft.	45	0	-100
	Change in the planned grade and alignment requested by the City of St. Helens left existing stairway undisturbed.				
16	12-Inch Culvert Pipe	Lin. Ft.	446	386.0	-13
	Change in the planned grade and alignment requested by the City of St. Helens reduced this bid item quantity.				
17	Extra for Asphalt Approaches	Each	21	22.0	+ 5
18	Adjusting Manholes	Each	2	2.0	0
19	Move and Reinstall Existing Signs	Lump Sum	100%	100%	0
20	Wood Sign Posts	Lump Sum	100%	100%	0
21	Type C Signs in Place	Sq. Ft.	24	24.00	0
22	Type D Signs in Place	Sq. Ft.	16	15.50	- 3
23	Type EE Signs in Place	Sq. Ft.	19	18.75	- 1
24	Type U Signs in Place	Sq. Ft.	26	26.25	+ 1

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
PRICE AGREEMENTS					
1	Embankment Material	Cu. Yd.	300	351.1	+17
	Existing fills had extremely soft shoulders.				
STATE FORCE ORDERS					
1	Permanent Pavement Striping				

8775

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
JUN 8 1979
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

DATE: May 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-6260(2)

Contract 8775, Work Completed May 4, 1979

Project Old Portland Rd.-S. 6th St. (St. Helens)

Highway FAU 6260 (Plymouth St.)

County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 5, 1979

D.K. [illegible]
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 11 '79
REFER TO
FOR

[illegible]	[illegible]	R/D	DVR	[illegible]	Act	[illegible]
						/

RDC:mk

c: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
JUN 8 1979
CONSTRUCTION
BRANCH
Berg
Inloes
Widmer
Gebauer
Church

8775

9

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Old Portland Rd.-S. 6th St.

WEEK ENDING: May 10, 1979

SECTION PREFIX: 305-1086

HIGHWAY: Plymouth St. FAU 6260

COUNTY: Columbia

NAME OF JOB: Old Portland Rd. - So. 6th St.

KIND OF WORK: Grading, Paving, & Signing

CONTRACTOR: Lakeside Industries

CONTRACT NUMBER: 8775

FEDERAL AID PROJECT NUMBER: M-6260(2)

DATE OF CONTRACT: August 15, 1978

DATE WORK STARTED: October 16, 1978

ESTIMATED COMPLETION DATE: May 4, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 70

WORK DAYS USED

CALENDAR DAYS USED 76

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 1.08%

PROJECT AUTHORIZATION: $ 164,897.69

EXCLUSIVE OF ENGINEERING: $ 151,822.10

ENGINEERING AUTHORIZATION $ 13,075.59

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST Completed

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 151,822.10

ENGINEERING COST TO DATE $ 10,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Completed

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 75 %

DATE PROJECT WAS COMPLETED: May 4, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING 100%

DRAINAGE 100%

GRADING 100%

	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	Gen. Ex. GRADING	Agg. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2283 CY	4500 Tons			2100 Tons
TOTAL QUANTITIES CORRECTED TO DATE	5397 CY	3211.56 tons			1951.76 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5397 CY	3211.56 tons			1951.76 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 6	Overcast	0		
MONDAY 7	Showers	0		
TUESDAY 8	Cloudy	0		
WEDNESDAY 9	Cloudy	0		
THURSDAY 10	Cloudy	0		
FRIDAY 4	Showers	1		
SATURDAY 5	Showers	0		

RECEIVED
MAY 15 1979
CONSTRUCTION
BRANCH

[illegible]
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May SUNDAY 6	No activity
MONDAY 7	No activity
TUESDAY 8	No activity
WEDNESDAY 9	No activity
THURSDAY 10	No activity
FRIDAY 4	Finished placing signs and cleaned up project. Project complete - no further weeklys will be submitted
SATURDAY 5	No activity

REMARKS

No further weeklys will be submitted
Semi-final will be submitted Approximately June 1, 1979

SIGNED LOCATION Portland
For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8775

St. Helens

Salem, Oregon
October 27, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Paul Barnhart
Resident Engineer

Sign Shop Drawings
Old Portland Rd.-S, 6th St.
(St. Helens)
FAU 6260 (Plymouth St.)
Columbia County
Contract No. 8775

Enclosed find three sets of approved sign shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Coral Coporation for fabrication of the signs.

Also please remind Coral Corporation that they are to submit four sets of sign shop drawings for approval, as per Section 645.01 of the Standard Specifications.

WGB:ab
cc: C. T. Keasey
E. L. Hardt
W. G. Beard

RECEIVED
OCT 27 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout
Do Not File
Return To
Bring Up / /
Action

8775

8

ROBERT W STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

Lakeside Industries
P. O. Box 240
Kelso, WA 98626

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8775 for work on the Old Portland Road-S. 6th Street Section of Plymouth Street in St. Helens, Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Paul Barnhart

LAKESIDE INDUSTRIES
P. O. BOX 1379 BELLEVUE, WASH. 98009 (206) 641-4600

August 25, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Re: Contract #8775 (Our Job #88175)
FUA 6260 (Plymouth Street)
Old Portland Rd. - S. 6th St. (St. Helens)

Gentlemen:

Contracts for the above referenced project were received in this office today.

We have executed two copies, by signing contract and performance bond, per your cover letter of August 15, 1978, and we are returning those copies herewith.

I trust you will find everything in order.

Thank you for your cooperation.

Sincerely,
LAKESIDE INDUSTRIES

J. C. White

John C. White
Accounting/Administration

RECEIVED
AUG 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JCW:ma

8775

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

8-23-78

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of St. Helens
P.O. Box 278
St. Helens, Oregon 97051

Attention of Mr. George E. Shelley
City Administrator

Request No. (assigned by staff engineer or head of section) CC 1880

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $11,540.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$1,750.00	
		To be transferred to State Highway funds for construction of the Old Portland Road-South 6th Street Project. FAUS 6260 Agreement No. 5581		$9,790.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 11,540.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
505-1086-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8775

2

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Paul Barnhart
SAIF
Fran

August 15, 1978

Lakeside Industries
P. O. Box 240
Kelso, WA 98626

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for work on the Old Portland Road-S. 6th Street Section of Plymouth Street in St. Helens, Columbia County, for the sum of $143,784.31 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of St. Helens and the Federal Highway Administration and when the sum of $11,540 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8775.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 26, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8775

9

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-18	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-8-78	te OREGON County Columbia Project No. M-6260(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Old Portland Rd. - S. 6th St. (St. Helens)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.398

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$164,330.00	$140,944.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 18, 1978

Federal Aid Project
No. M-6260(2)

OLD PORTLAND RD. - S. 6th ST. (ST. HELENS) SECTION
PLYMOUTH ST. (CITY STREET)
COLUMBIA COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 9+15 to Sta. 30+18)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		2,675.00
Temporary Signs	211 Sq.Ft.	8.50	1,793.50
Temporary Barricades	5 Each	160.00	800.00
Flagmen	200 Hour	14.00	2,800.00
ROADWORK			
Clearing and Grubbing	All Required		7,500.00
Removal of Structures and Obstructions	All Required		3,500.00
General Excavation	2,283 Cu.Yd.	5.75	13,127.25
Trench Excavation	66 Cu.Yd.	20.00	1,320.00
Finishing Roadbed and Slopes	All Required		3,500.00
Watering	100 M-Gal.	7.50	750.00
Aggregate Base	4,500 Ton	6.50	29,250.00
Class "B" Asphalt Concrete Mixture	2,100 Ton	19.75	41,475.00
Concrete in Stairways	2 Cu.Yd.	150.00	300.00
Pipe Handrail	45 Lin.Ft.	6.67	300.15
12-inch Culvert Pipe	446 Lin.Ft.	10.00	4,460.00
Extra for Asphalt Approaches	21 Each	360.71	7,574.91
Adjusting Manholes	2 Each	150.00	300.00
Move and Reinstall Existing Signs	All Required		1,000.00
Wood Sign Posts	All Required		400.00
Type "C" Signs in Place	24 Sq.Ft.	8.50	204.00
Type "D" Signs in Place	16 Sq.Ft.	9.50	152.00
Type "EE" Signs in Place	19 Sq.Ft.	10.50	199.50
Type "U" Signs in Place	26 Sq.Ft.	15.50	403.00
			$143,784.31

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
	Subtotal	$144,784.31
	Engineering	19,545.69
	TOTAL	$164,330.00

Length of Roadway - - - - - - - - - - - - - 0.398 mi.
Cost of Roadway Per Mile - - - - - - - - - $412,889.44

Work Retained in Program Status (not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

Federal Funds (85.77%)	$140,944
State Funds	11,693
City Funds	11,693
TOTAL	$164,330.00

Group 1 100%

Contract No. 8775

Prefix 305-1086

8775

9

August 3, 1978

City of St. Helens
Courthouse
St. Helens, OR 97051

MISC. CONTRACTS and
AGREEMENTS No. 5581

Attention: George E. Shelley
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the reconstruction of the Old Portland Road-S. 6th Street Section of Plymouth Street in St. Helens.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

July 28, 1978

City of St. Helens
P.O. Box 278
St. Helens, OR 97051

Attn: George E. Shelley
City Administrator

Gentlemen:

On July 27, 1978 a satisfactory bid was received from Lakeside Industries, Kelso, Washington for construction on the Old Portland Rd.-S. 6th Street (St. Helens) Section, FAU 6260.

The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$143,784.31
Permanent Pavement Striping	1,000.00
Roadside Seeding & Mulching	500.00
4½% Contingencies	6,537.79
(9%) [illegible] Engineering	13,075.59
ESTIMATED TOTAL COST	$164,897.69

City's Advance Deposit:
7% of $164,897.69 = $11,542.84 or say $11,540.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than August 18, 1978.

Please make your check for $11,540.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FW:dmm

bc w/AD#481: Region 1 Federal Aid Specialist
Vern Skoog - Please return completed AD#481
when check is received.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 18, 1978

PROJECT MANAGEMENT
FME ☐ CCE ☐ OM ☐
LCE ☐ FILE: [✓ ☐] OPE ☐
JUL 19 1978
✓
File: PM FA
LG OP
TPA

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Status Report
Bid Opening
July 27, 1978

TO: E. S. Hunter
Technical Services Engineer

FAUS **COLUMBIA COUNTY:** Old Portland Rd.-S. 6th St. (St. Helens) Section in St. Helens. FAP No. FAU 6260. Clear.

COOS COUNTY: Pigeon Pt. Rd.-S. Slough Bridge Bikeway Section of Cape Arago Highway beginning approx. 2 miles south of Coos Bay city limits. State project. Clear.

CURRY COUNTY: Brookings (Wharf St.) Section. State project. Clear.

CURRY COUNTY: Hooskanaden Slide Section of the Oregon Coast Highway 11 miles north of Brookings. State project. Clear.

DESCHUTES COUNTY: Little Deschutes River (Montgomery) Bridge Section of FAS Route B 345 approx. 15 miles north of LaPine. FAP No. RS-B345(1). Clear.

DOUGLAS COUNTY: Cedar St.-Oak St. (Oakland) Section. City street (6th St.) in Oakland. FAP No. SOS-1001(1). Clear.

DOUGLAS COUNTY: Cow Creek Safety Rest Area on the Pacific Highway 26 miles north of Grants Pass. FAP No. I-5-2(86)83. Clear.

GILLIAM COUNTY: North Unit, Condon-Thirtymile Creek Section of the John Day Highway in and near Condon. FAP No. F-6(3). Clear.

HARNEY COUNTY: Silvies River (Standcliffe) Bridge Section on County Road No. 616 one and one-half miles north of Burns. FAP No. OS-1300(1). Clear.

HOOD RIVER COUNTY: Tumble Creek-Rimrock Creek Section of the Mt. Hood Highway beginning approx. 25 miles south of Hood River. State project. Clear.

LANE COUNTY: Cape Creek Tunnel Section approx. 20 miles south of Waldport. FAP No. HHS-2-3(5). Clear.

LANE COUNTY: Dexter State Park 15 miles southeast of Eugene. FAP No. 41-00927. Clear.

MALHEUR COUNTY: Jordan Creek Bridge on Jaca Road approx. 1-1/2 miles west of Jordan Valley. FAP No. OS-2300(1). Clear.

MARION COUNTY:	Monitor Road Junction Section of the Hillsboro-Silverton Highway approx. 2.4 miles west of Woodburn. FAP No. HHS-75(2). Clear.
MORROW COUNTY:	Willow Creek (Morgan St.) Bridge on Morgan Street in Heppner. FAP No. OS-2501(1). Clear.
MULTNOMAH & CLACKAMAS COUNTIES:	N. Marine Drive-New Era Section of Pacific Highway East beginning approx. 0.5 miles south of intersection of N. Marine Drive with Pacific Highway East. FAP No. ROS-000S(15). Clear.
MULTNOMAH COUNTY:	Pacific Highway (Conn. #1) at Hayden Island Dr. Section north of Portland. State project. Clear.
UMATILLA COUNTY:	Hermiston Highway at S.W. Highland Ave. in Hermiston. FAP No. HHS-76(1). Clear.
UMATILLA COUNTY:	N. Main St.-Oregon/Washington Highway (Milton-Freewater) Section of FAS B588 (N.E. 8th Ave.) in Milton-Freewater. FAP No. RS-B588(1). Clear.
UNION COUNTY:	Five Points Creek Bridge Section on Hilgard Road approx. 8 miles west of LaGrande. FAP No. SOS-3100(1). Clear.
SBRP UNION COUNTY:	UPRR 2nd St. O'Xing (LaGrande) Section of FAU Route 4645. FAP No. BRM-M-4645(3). Clear.
YAMHILL COUNTY:	Millican Creek (Lafayette) Section of the Pacific Highway West at Lafayette. FAP No. BRF-F-9-2(3). Clear.

RJH:jk
cc: H. S. Coulter
C. W. Head
J. B. Boyd
D. E. Swan
Arthur Brummitt
Frank Lowe

7775

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-6260(2)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80297

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7-5-78	DATE AUTHORIZATION EFFECTIVE 7-5-78	FEDERAL ROUTE NUMBER FAU 6260 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Old Portland Rd.-South 6th St. (St. Helens)

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement striping (S.F.) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

A signed copy of the Title Sheet is returned herewith.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $152,288 Federal Funds $130,616.

NOTED
F. B. KLABOE

DATE 7-5-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8775

St. Helens

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L. Rout

_______________ Bid Letting _______________ All Clear Deadline

SECTION Old Portland Rd - S. 6th St.
Highway St. Helens
County Columbia Region I-Metro
Type of Work G-P-Signals Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☒	All clear
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☐	☐	☐	☒	

Section Old Portland Rd - S. 6th st (St. Helens) Sec. Programming Estimate $ Finish 153,000

Highway Plymouth St. 6-22-78. Project Length .40

8775

County Columbia Completion Time 70 Cal. Da

Kind of Work Grading, Paving & Signing

Prefix 505-1923 FA Project No. FM--6260(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 133,175 00 ~~147,665~~ ~~161,539 00~~
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000 00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 1,500 00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	~~750 00~~	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		134,675 00 ~~149,165 00~~
Roadside Seeding & Mulching	500 00	
Contingencies (4-1/2%)		$ 6,060 38 ~~6,712 42~~
Engineering (9 %)		~~13,424 85~~
SUBTOTAL		$ 12,120 75
Credit for		
Estimated Net Authorization, Construction		$ ~~169,302 27~~ 152,856 13

APPROVED

Road Design Engineer

REC'D
6-22-78
Z

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 6/8/78

tion Old Portland RD. - S 6th st (St Helens) Sec
County Columbia
Kind Of Work Grading Paving & Signing
Length .40 miles
Name Wm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All		10,000 12,000
2.	Temporary Protection and Direction of Traffic		All	All		1,800
3.	Temporary Signs		Sq. Ft.	211	6 00	1,266 00 ~~[illegible]~~
4.	Temporary Barricades		Each	5	125 00	625
5.	Flagmen		Hour	200	19 00	3,800
	Road work					
6.	Clearing and Grubbing		All	All	—	1,000
7.	Removal of Structures and Obstructions		All	All	—	1,500
8.	General Excavation		Cu. Yd	2283 ~~3074~~	10 00 ~~16 00~~	22,8 ~~49,18~~
9.	Trench Excavation		Cu. Yd	66	30 00	1,980
10.	Finishing Roadbed and Slopes		All	All	—	2000
11.	Watering		M. Gal	100	10 00	1000
12.	Aggregate Base		Ton	4500	6 00	27,000
13.	Class "B" Asphalt Concrete Mixture		Ton	2100	21 00 ~~75 00~~	44,10
~~14.~~	~~Asphalt Cement in Mixture~~		Ton	140	—	—
14 ~~15.~~	Concrete in Stairways		Cu. Yd	2	300 00	600
15 ~~16.~~	Pipe Handrail		Lin. Ft.	45	25 00	1,125
16 ~~17.~~	12-inch Culvert Pipe		Lin. Ft	446	12 00	5,352
~~18.~~	~~Concrete Walks~~		Sq. Yd	3	—	—
17 ~~19.~~	Extra for Asphalt Approaches		Each	21	215 00	4515
18 ~~20.~~	Adjusting Manholes		Each	2	200 00	400

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 6/8/78

ion Old Portland RD. - S. 6th ST. (ST. Helens) Sec.
County Columbia
Kind Of Work Grading Paving + Signing
Length .40 Miles
Name Wm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
19 ~~21~~	Move and Reinstall Existing Signs		All	All	—	$1,000^{00}$
20 ~~2~~	Wood Sign Posts		All	All	—	~~440^{00}~~ ~~[illegible]~~
21 ~~3~~	Type "C" Signs in Place		Sq. Ft.	24	8^{00}	192^{00}
22 ~~4~~	Type "D" Signs in Place		Sq. Ft.	16	8^{00}	128^{00}
23 ~~5~~	Type "EE" Signs in Place		Sq. Ft.	19	10^{00}	190^{00}
24	Type "U" Signs in Place		Sq. Ft.	26	12^{00}	312^{00}
						~~$161,529^{00}$~~
						~~$147,712^{00}$~~
	~~149529^{00}~~ X .08 =	11962	Round to			~~117,665~~
	Mobilization		12,000		133,175	
	~~$136,665^{00}$~~ X .08 =	10933^{00}				
		Round to	11,000			
	[illegible] X [illegible]	9[illegible]				
		[illegible] 11,000				

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1978

TO: G.L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80297
Project No. M-6260(2)
Old Portland Rd.-S. 6th St. (St. Helens) Sec.
Columbia County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 27, 1978.

JLG:cw
Attachments
cc: E.L. Hardt (Region 1)
Max Klotz (Metro)
Gary Zehner

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AI
DATE SUBMITTED TO W.O.	6-12-78	(P

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	**ADT**	PRESENT 600	FUTURE (66) 900 (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr, Dr, H-T Pave, Traf Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Columbia	
	NAME OF URBAN AREA 17-31 St. Helens	ROUTE NO. U	FEDERA 626

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK			TERMINI *(Full description)*	MILES	ESTIMATED PROJE	
				CLASS	TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUN
5										
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) 6201 Y031 Y060		"Old Portland Rd.- S. 6th St. (St. Helens) Section"	0.46	250,000	214,000

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.46	250,000	214,000
1	14	PROGRAM APPROVAL DATES 3-8-78			(16) (23)	(24)

*Plymouth St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 600	FUTURE (66) 900 (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN CODE (4) W32 (5) / ITEM NO. (14) 80297 (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 M 23	NUMBER 7 6260	SEQ. NO. (2) 13

I. Projects Only: POST MI. (24) (26) DESIG. 27

COUNTY NAME Columbia CODE (14) 009 (16)

ROUTE NO. U FEDERAL-AID 6260 (32) STATE Street* (36) U.S. (37) --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Util. adj. as req.
					ROW-80'; Access Control-none; Parking Restrictions-none.
0.46	250,000	214,000	18,000	18,000 (city)	
0.46	250,000	214,000	18,000	18,000 (city)	
	(16) (23)	(24) (33)			

REMARKS Additional Data: Item No. M-70; Project No. M-6260(1)

*Plymouth St.

OVER

USCOMM DUSCOMM-DC 48905-P61

OLD PORTLAND RD. - S. 6th ST. (ST. HELENS) SECTION
PROJECT NO. M-6260(2)

REMARKS - continued

Project Data: Work under this project consists of grade, drain, high-type pave two 12 foot traffic lanes with 4-foot paved shoulders and incidental work common to this type of project. Utility adjustments as required. Install 2 phase traffic signal at intersection of Old Portland Rd. and Plymouth Street.

FHPM 7-7-2 Requirements: Final Negative Declaration concurred in by FHWA on January 10, 1978.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement is being prepared to comply with Section 116, Title 23 USC.

Data for PR-37:

Roadway (6201	$210,000
Traffic Signal (Y031)	$38,000
Utilities (Y060)	$2,000

STATE OF OREGO[illegible]
DEPARTMENT OF TRANSPORTATION

INTEROF[illegible]E MEMO
Metropolitan Branch

DATE: May 26, 1978

TO: L. E. GEORGE
Traffic Engineer Supervisor

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: Traffic Signal Investigation
Old Portland Road @ Plymouth St.
St. Helens, Columbia County
Prefix: 505-1923

Attached is a copy of the traffic signal warrant comparison sheet for the subject intersection.

As can be seen from the signal warrant comparison sheet, this intersection does not meet the minimum volume warrants for signalization of this intersection.

It is my understanding that a design has been prepared for signalization of this intersection at the request of the city and no signalization warrants were prepared.

ja
Attachment
cc: R. T. Ewen

NOTED
GEORGE

RECEIVED
MAY 31 1978
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

OLD PORTLAND ROAD @ PLYMOUTH STREET - ST. HELEN'S
MAY, 1978

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	363	253	228	171	170	148	140	139
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	16	5	11	6	11	12	6	5
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	3	0	0	3	0	0	0	0

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500		0
Minor Street	150		0
2. Interruption of Continuous Traffic:			
Major Street	750		0
Minor Street	75		0
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		0
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		UNK	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N.A.	
Minimum Warrant		800	

Date of Traffic Count April 29 & 30, 1976

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

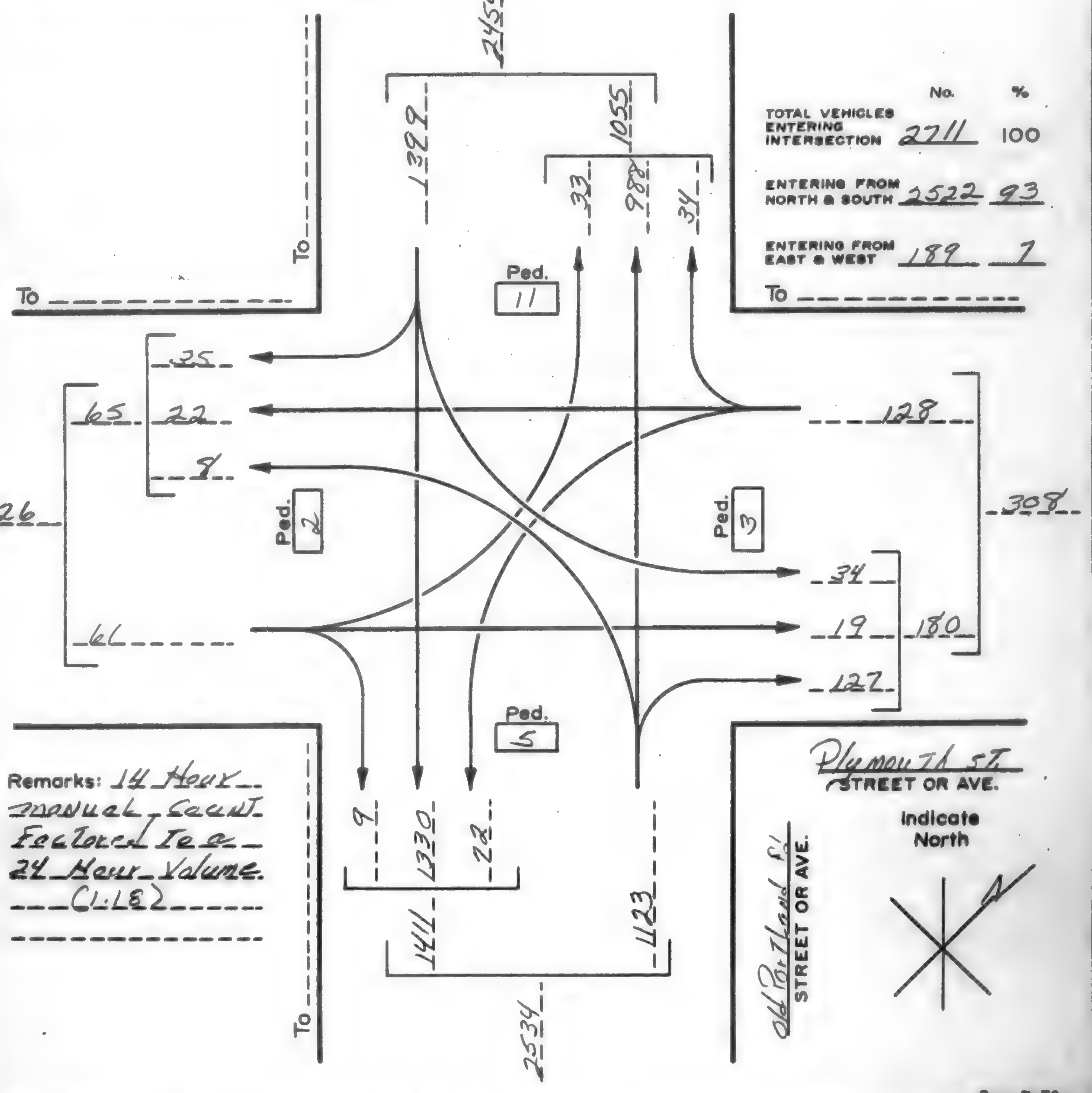
** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

REGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 29 & 30, 1976
DAY OF WEEK Thur & Fri
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM To 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM To 8PM
WEATHER cloudy & clear

CITY ~~OR COUNTY~~ ST. Helens
INTERSECTION OF Old Portland Rd &
Plymouth ST.
MILE POST
CLASSIFICATION ALL vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	2711	100
ENTERING FROM NORTH & SOUTH	2522	93
ENTERING FROM EAST & WEST	189	7

Remarks: 14 Hour manual count Factored To a 24 Hour Volume. (1.18)

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date April 29 & 30, 1976
Day of week Thur & Fri
Hours counted 6 AM TO 8 PM
Weather Cloudy & Clear

Classification MAJOR

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
		SUMMARY BY MOVEMENTS															
A. M.	6:00- 7:00	2	3	–	–	34	18	4	–	–	2	–	–	63	56	89	7
	7:00- 8:00	5	3	–	–	70	32	–	2	3	–	–	–	115	107	93	8
	8:00- 9:00	–	2	2	1	135	112	2	1	1	3	–	1	260	253	97	7
	9:00-10:00	–	1	2	1	37	25	3	2	3	6	3	–	93	70	84	13
	10:00-11:00	2	1	3	2	61	56	1	2	3	4	–	1	136	127	93	9
	11:00-12:00	2	2	4	1	94	41	–	2	10	6	2	1	165	148	90	17
P. M.	12:00- 1:00	1	–	4	3	77	52	–	1	5	5	2	–	150	139	93	11
	1:00- 2:00	2	2	2	1	66	65	–	1	4	5	–	–	148	140	95	8
	2:00- 3:00	4	5	3	3	91	51	1	–	5	21	–	–	184	170	92	14
	3:00- 4:00	3	4	5	4	119	90	4	–	3	11	–	–	243	228	94	15
	4:00- 5:00	6	–	5	8	172	156	4	5	12	23	1	1	393	363	92	30
	5:00- 6:00	2	–	–	3	82	76	–	–	6	10	–	1	180	121	95	9
	6:00- 7:00	–	1	–	1	53	38	–	–	2	2	–	–	97	93	96	4
	7:00- 8:00	–	5	–	–	36	25	–	–	4	10	–	2	82	73	89	9
	8:00- 9:00																
	9:00-10:00																
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		34	34	35	33	1330	988	22	19	72	127	9	8	2711	2522	93	189
14-Hour total		29	29	30	28	1127	837	19	16	61	108	8	7	2299	2138	93	161
__-Hour total																	
Control Factor 1.18																	

Old Portland Rd St. is North and South
Plymouth ST. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County St Helens
Intersection Old Portland Rd & Plymouth St
Mile Post
Classification all vehicles

ssification MAJOR MINOR

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
-	-	63	56	89	7	11	36	7	-	20				
-	-	115	107	93	8	7	75	6	2	32				
-	1	260	^{2}253	97	7	3	137	5	2	116				
3	-	93	70	84	13	16	39	7	6	31				
-	1	136	127	93	9	7	66	5	4	61				
2	1	165	^{6}148	90	17	10	100	12	5	48				
2	-	150	^{8}139	93	11	7	82	5	6	57				
-	-	148	^{7}140	95	8	5	70	6	2	70				
-	-	184	^{5}170	92	14	8	98	11	3	72				
-	-	243	^{3}228	94	15	6	121	11	4	101			1	
1	1	393	^{1}363	92	30	8	183	16	14	180	3			2
-	1	180	^{4}171	95	9	5	84	6	3	87	3			
-	-	97	93	96	4	4	53	3	1	40	2	2	1	
-	2	82	73	89	9	11	36	9	-	37	3	1		3
9	8	2711	2522	93	189	7	1399	128	61	1123				
8	7	2299	2138	93	161	7	1186	109	53	952	11	3	2	5

Tabulated by

Checked by

PROJECT MANAGEMENT OFFICE MEMO

Date 6-6-78

Subject Old Portland Rd. - S. 6th St. (St. Helens) File No. ____

Received (call) (visit) from ____

Address ____

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion: Wally Bryant says signal at Portland Rd. & Plymouth Str. would not be Fed Funded if signal warrants were not met, Hossner agrees. Discussed w/ Zirbes & Tom Schwab, Warrants aren't met. Met w/ Christensen, Ewen, Erickson Keasey, City wants to eliminate signal & proceed with grading. Jon Rose will get letter from City. Our policy will need review for all FAU projects need to meet warrants - Plans returned by City eliminates an approach culvert - street will not be constructed since a house occupies the site.

Tom Schwab will send signal warrant info.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

ROUTING SLIP

Date: 6-6-78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: D.O. Christensen

FROM: ZEHNER

T.A.A.

Form 81-731-0022 (7/77)

---

ion of Traffic
tions.

S

STATE

PLA

OLD PORTLAND R

FA

Columbia

APPROVED
CITY OF St. Helen's
BY MAYOR Rod Norwood
BY RECORDER Gary C Shelley
DATE May 31, 1978

St. Hel

OREGON

Temporary Protection And Direction of Traffic Will be Written In Specifications.

PLANS FOR PR

OLD PORTLAND RD. - S.

FAU 6260 (P

COLUMB

From Metro Jon Rose

Date 6/2/78

To [redacted]

[redacted] Traffic Region 1

Comments: Approved as noted

[illegible]red.

Jon Rose

Please expedite

PROJECT MANAGEMENT

PME LGE

CCE ☐

FAE ☐

OM ☐

OPE ☐

JUN 5 1978

TAA Zehner File: PM FA LG OP

Check the changes in the plans

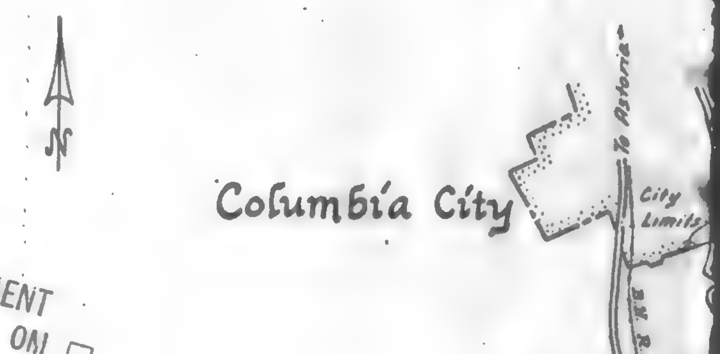
PPROVED

TY OF: ST. HELENS

Y M[illegible]OR Rod Norwood

Y RECORDER

ATE May 31, 1978



OREGON

of Traffic
s.

PLANS FOR PROPOSED PROJECT

OLD PORTLAND RD. - S. 6TH ST. (ST. HELE

FAU 6260 (PLYMOUTH ST.)

COLUMBIA COUNTY

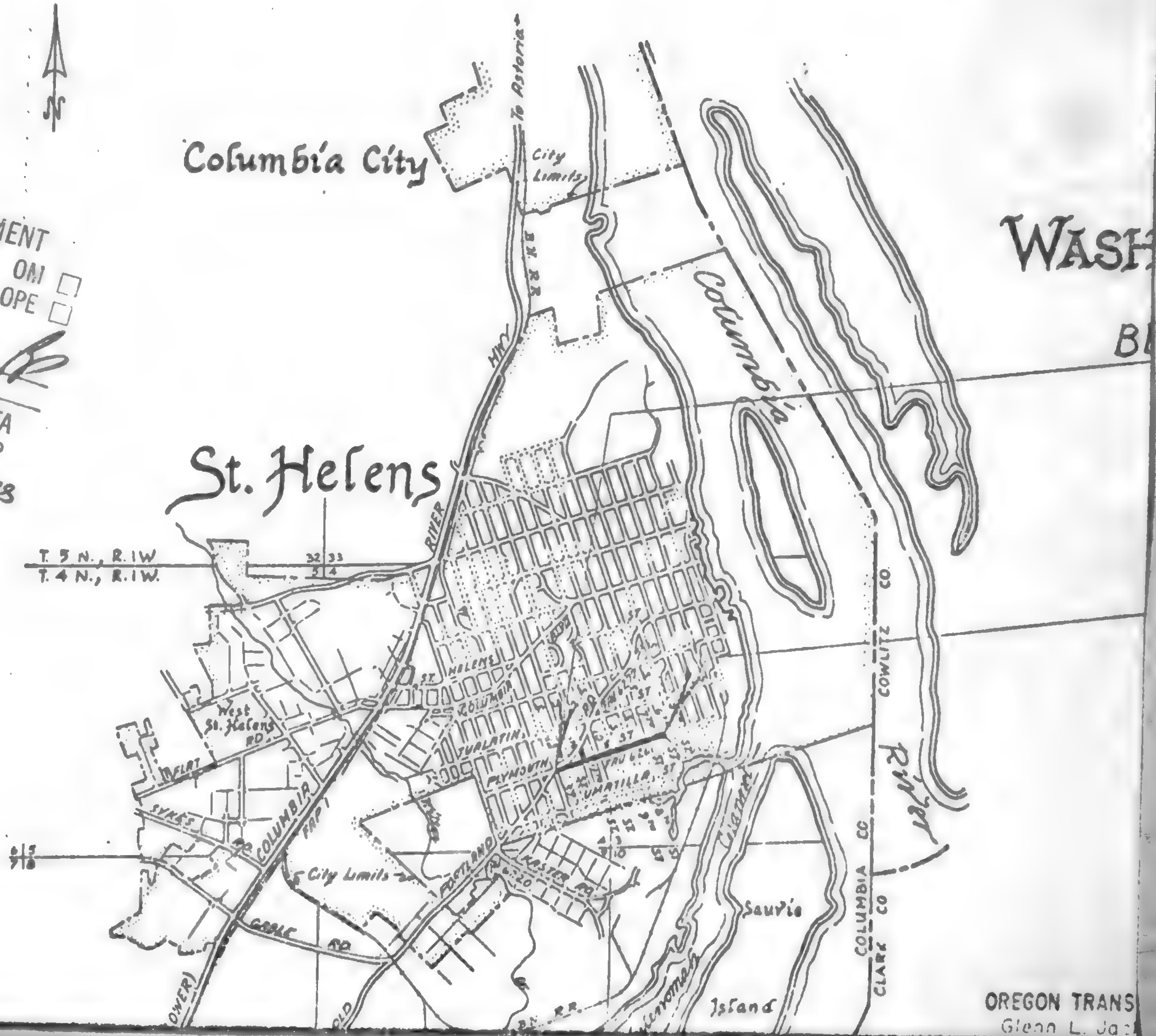
SE | Date 6/2/78

Region 1

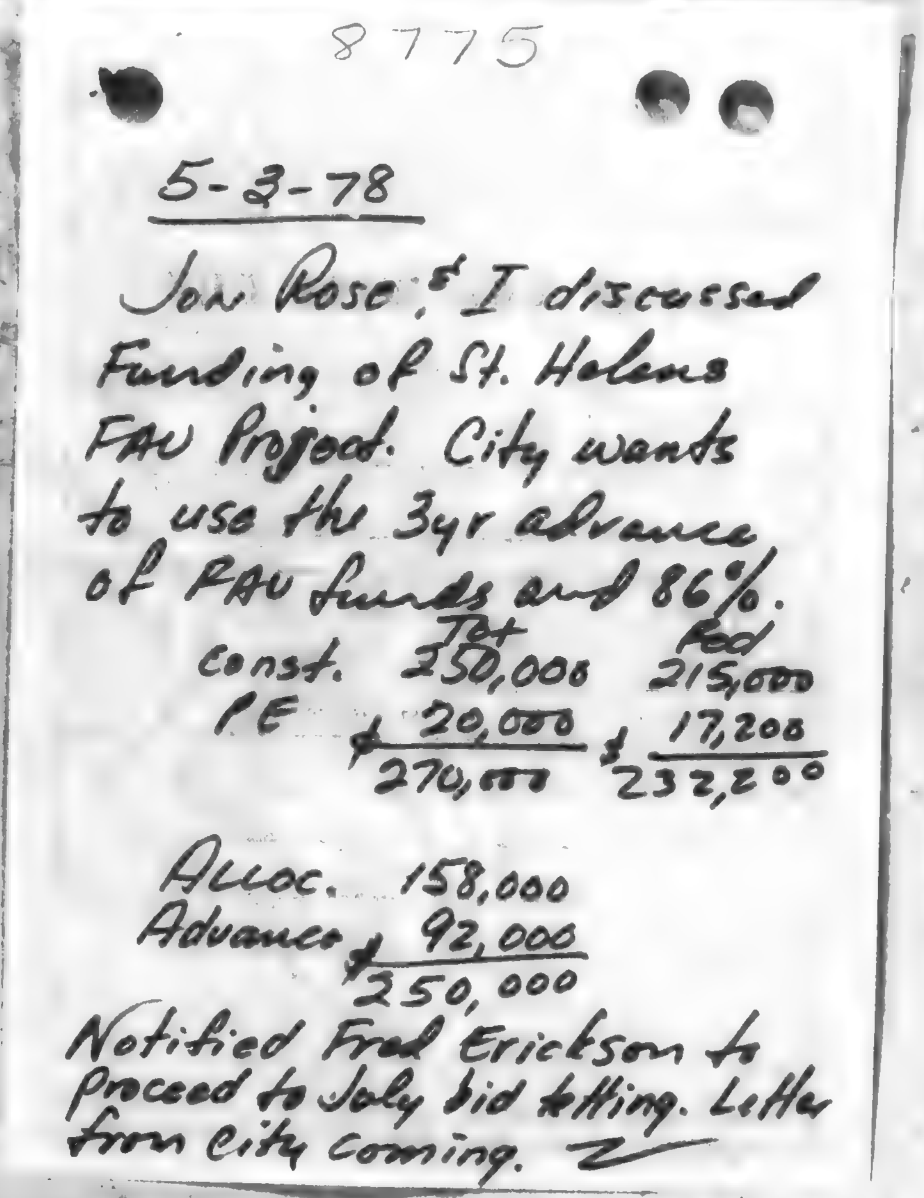
s noted

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUN 5 1978
TAA Zehnar File: PM FA LG OP

Check the changes in the plans



OREGON TRANS
Glenn L. Ja



8775

5-3-78

Jon Rose & I discussed Funding of St. Helens FAU Project. City wants to use the 3yr advance of FAU funds and 86%.

	Tot	Fed
Const.	250,000	215,000
PE	+ 20,000	+ 17,200
	270,000	232,200

Alloc.	158,000
Advance	+ 92,000
	250,000

Notified Fred Erickson to proceed to July bid letting. Letter from city coming.

City of St. Helens
P. O. BOX 278
St. Helens, Oregon
97051

May 3, 1978

MA PDM PDE TSE SPC
ODOT - METRO

MAY 4 1978

AM PPS

Mr. Jon Rose
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

The City of St. Helens is requesting a change from the current financial arrangement of 78% Federal, 11% State, 11% City to the 86% Federal, 7% State and 7% City financial arrangement to be applied to the truck route in St. Helens.

The City is officially accepting the full project and will commit itself to the City's required 7% portion of the funding which is expected to be remitted to the State around July or August.

By way of this letter, the City of St. Helens is formally requesting an advance on its three year allocation of highway funds.

If any other information is required, please do not hesitate to call me at 397-3373.

Very truly yours,

George E. Shelley
City Administrator

GES:rlm

8775

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-14-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-6220(1)
Project Name Old Portland Road-6t of St. Helens)

Regarding the above referred to federal aid best
of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be a
right-of-way. This exis
January 2, 1971.

B. New Right-of-Way

☐ 1. This project required
January 2, 1971. Rig
required for this pro
the Uniform Relocati
Policies Act of 1970
transfer of propert
said Act.

☐ a. There has beer
farms or bus

OR

☐ b. There has be
farms or bus tion
Assistance),
displaced provided
relocation. Dis-
placed individua t, safe
and sanitary housing or itary and
fair housing immediately available

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this ____ day of __________, 19__

City of St. Helens

Certified By:

____
Mayor

____
Regional Right-of-Way Supervisor
Date ____________________

____
City Recorder

Instructions: Complete A or B and C.
R/W File No. _________
Rev. 1/76

ROUTING SLIP

DATE: 4-14-

DEPARTMENT OF TRANSPORTATION

DIRECTOR
CHIEF OF OPERATIONS
ASSISTANT DIR. FOR ADMIN.
ASSISTANT DIR. FOR PLANNING
CHIEF COUNSEL
COMMISSION SERVICES
COUNTY-CITY RELATIONS
EMPLOYEE DEVELOPMENT

FINANCE (DOT)
GENERAL FILES
GENERAL SERVICES (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
LIBRARY
PERSONNEL OPERATIONS
PHOTOCOPY

PROGRAM MANAGEMENT
PUBLIC AFFAIRS
SAFETY
TRANS. POLICY & RESEARCH
MAIL ROOM
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION
COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
ASSIST. STATE HWY ENGINEER
METROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
BRIDGE DESIGN
CONSTRUCTION
DATA PROCESSING
ENVIRONMENTAL

EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
RADIO

RESEARCH (HWY)
[✓ RIGHT OF WAY]
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
REGION NO. 1
DISTRICT NO.

ATTENTION: Ken Rolfe

FROM: Local Projects Unit

COMMENTS: Please have the City Complete
The attached form and return
one approved copy to this
Office
J. H.

FORM 81-734-3100 (REV. 9-76)

SP*38882-734

8775

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

REVISED

Section: L. Columbia River Hwy.- S. 6th St. (St. Helens)
Highway: F.A.U. 6260
County: Columbia
Prefix: 505-1923
Res. Engr. E. Purdy

Date March 24, 1978
Ten Year Traffic Coefficient 8.1
18 kip s.a. per day 107
R value 35+
Frost Penetration - - - -
CBE Total Requirement 18.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
4.0"	A.C. (Cl. B)	8.0
8.0"	A.B.	8.0
13.5"		19.0"

EXISTING ROADWAY-Where Utilized

1.5"	A.C. (Final Application)
2.0"	A.C.O.L., with an extra allowance (1.0") for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ CFE ☐
MAY 12 1978
File: PM FA
LG OP
TAA GARY

8775

STATE OF OREG

INTERO ICE MEMO St Helens

TO: Donald R. Adams
Project Development Engineer

DATE: May 3, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Preliminary Sign Plans
Old Portland - S. 6th St. (St. Helens) Sec.
FAU 6260 (Plymouth St.)
Columbia County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also will you please submit two copies to the City for its review. The City should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

May we have your reply by May 15 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:rah

Attachment

cc: F. T. Lacey w/att.
E. L. Hardt w/att.
D. O. Christensen w/att. ✓

REFERRED TO
2 Beard WGB Staudenmeyer
Cole Sample
Eriksen / Watson LW
Hager Dorn Lau
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Bill
Are easements required?

Versteeg
I Christensen Don
Georgs
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 05 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1307

8775 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 1-20-78

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

6220(1),M-6260(1)&
M-6270(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-69,70,71

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-20-78	FEDERAL ROUTE NUMBER FAU 6220-6260-6270 STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
"Columbia River Highway - South 6th St (St.Helens) Section"

GENERAL DESCRIPTION OF WORK:
PE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including archeology salvage and utility preparatory work
☐ OTHER (Specify) TEC NTE $5,000, F.F.-$3,900

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 1-16-78

DATE 1-20-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8775

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1978

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administrator

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: Preliminary Engineering (Phase 2)
Project Nos. M-6220(1), M-6260(1) & M-6270(1)
Columbia River Highway-S. 6th St. (St. Helens) Section
Columbia County

We request authorization to proceed with the portion of preliminary engineering, including utility and railroad preparatory work and archeological salvage under the subject projects necessary to obtain PS&E approval at an estimated total cost and obligation of federal funds as follows:

Project No.	Total Cost	Federal Funds
M-6220(1)	$2,900	$2,262
M-6260(1)	1,200	936
M-6270(1)	900	702
TOTAL	$5,000	$3,900

The forgoing request is based on the fact that FHWA's adoption of the "Final Negative Declaration" on January 10, 1978 constitutes location/design approval.

JLG:dpy

cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
J. H. Versteeg
Walt Hart
Max Klotz - Metro
E. L. Hardt - Region 1
W. Wakerlig

RECEIVED
TECHNICAL SERVICES
JAN 17 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8775

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: January 10, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project M-6220(1)
St. Helens Truck Route
Final Negative Declaration
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

The final negative declaration for the subject project has been reviewed and found acceptable relative to environmental matters. However, decisions regarding final treatment of the existing substandard width bridge over Milton Creek remain to be determined during the detailed final design process.

G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 11 '78
REFER TO Cotter [illegible]
FOR

Info	Invest	R/D	D/R	Sign	Adj	File

[illegible]
1-12-78

Bm

Final Negative Declaration
St. Helens Truck Route (U.S. 30-3rd St.)
City of St. Helens
Columbia County, Oregon

This final negative declaration for the above federal aid urban project has been prepared, pursuant to regulations in the Federal Aid Highway Manual, Volume 7, Chapter 7, Section 2.

Location & History of the Project

Selection of an appropriate truck route to serve the industrial area along the southerly boundary of the City of St. Helens, Oregon, has been considered for a number of years by various committees of the St. Helens City Council, the St. Helens Planning Commission, and the St. Helens Chamber of Commerce.

In January 1974, three alternative routes were selected for consideration. They were designated as Route 1, Route 2 and Route 3. From the alternatives, a six-member committee, including Planning Commission, City Council, Police Department and Chamber of Commerce representatives, elected to recommend Route 3 (which was ultimately adopted) as having the only "natural access" to the industrial area, and as having the least negative impact on the community. The matter was referred to the City Council, where it remained in committee for a year.

On March 17, 1975, the Columbia County Planning Commission went on record favoring Route 3, over the other alternatives. Part of the route is in the county, and part is inside the St. Helens City Limits.

On April 1, 1975, the St. Helens City Council approved making application for funding to construct the proposed truck route.

On April 2, 1975, the Columbia County Board of Commissioners went on record in favor of Route 3, and offered assistance of their Roadmaster.

On November 4, 1975, the St. Helens City Council authorized requesting an engineering agreement with the State Highway Division. Ordinance 2117 which authorizes that agreement was approved February 3, 1976.

The St. Helens Planning Commission held a public hearing on January 13, 1976, on the proposed truck route. They found that the truck route would reduce truck noise in some residential areas by elimination of truck traffic, but noise would increase along the proposed route. Dust problems would be eliminated by paving. Boise Cascade Lumber Division would incur increased security costs and the need for additional shipping facilities by use of the rear mill entrance on a 24-hour basis.

Preliminary Engineering and location for the construction of Route 3 as the City of St. Helens Truck Route has been completed by the Oregon State Highway Division.

Description and Purpose of the Project

Trucks destined for the Boise Cascade veneer and plywood mill presently use more driveable or convenient routes from the Columbia River Highway through town. The purpose of this project is to provide an improved route for these trucks through a less noise-sensitive area. They could then be restricted reasonably from crosstown travel which is presently disruptive to the most noise and traffic sensitive areas. Presumably, ordinances would be passed by the city, directing through trucks onto the proposed route.

The project is approximately two miles in length on existing streets. Its westerly terminus is the intersection of Gable Road with U.S. 30, and at its easterly terminus is the intersection of Plymouth Street with the projection of Third Street. No new right-of-way is required for the project.

Two lanes with paved shoulders are to be constructed, in some areas replacing gravel lanes or asphalt lanes without shoulders. Signing, drainage improvements, signalization at Kaster Road and Plymouth Street and channelization at Kaster Road will be required.

The U.S. Highway 30 to Portland Road section is the only portion of the proposed route which currently meets project standards, with 12-foot lanes and 10-foot shoulders. Two 11-foot lanes with gravel shoulders exist from Kaster Road to Thirteenth Street. From Thirteenth Street to Sixth Street is a two-lane, 12-foot gravel section with five-foot gravel shoulders. Sixth Street to the projection of Third Street is 18-foot AC pavement without shoulders.

The existing bridge over Milton Creek to the west of Kaster Road, is of concrete construction, and is 24-feet wide and 53-feet long.

Some detours will be necessary during construction. Other existing streets in the area will be used. Since most of the construction will occur between Kaster Road and the easterly terminus of the project, it will be necessary to route traffic along Old Portland Road to St. Helens Street, down St. Helens Street to South First Street, and along South First Street to the Boise Cascade lumber division during certain periods, a route frequently used by existing traffic to avoid the presently bad condition of the proposed truck route.

Efforts will be made to minimize inconvenience to surrounding property owners and other users of the streets involved during acquisition and delivery of materials to the job site.

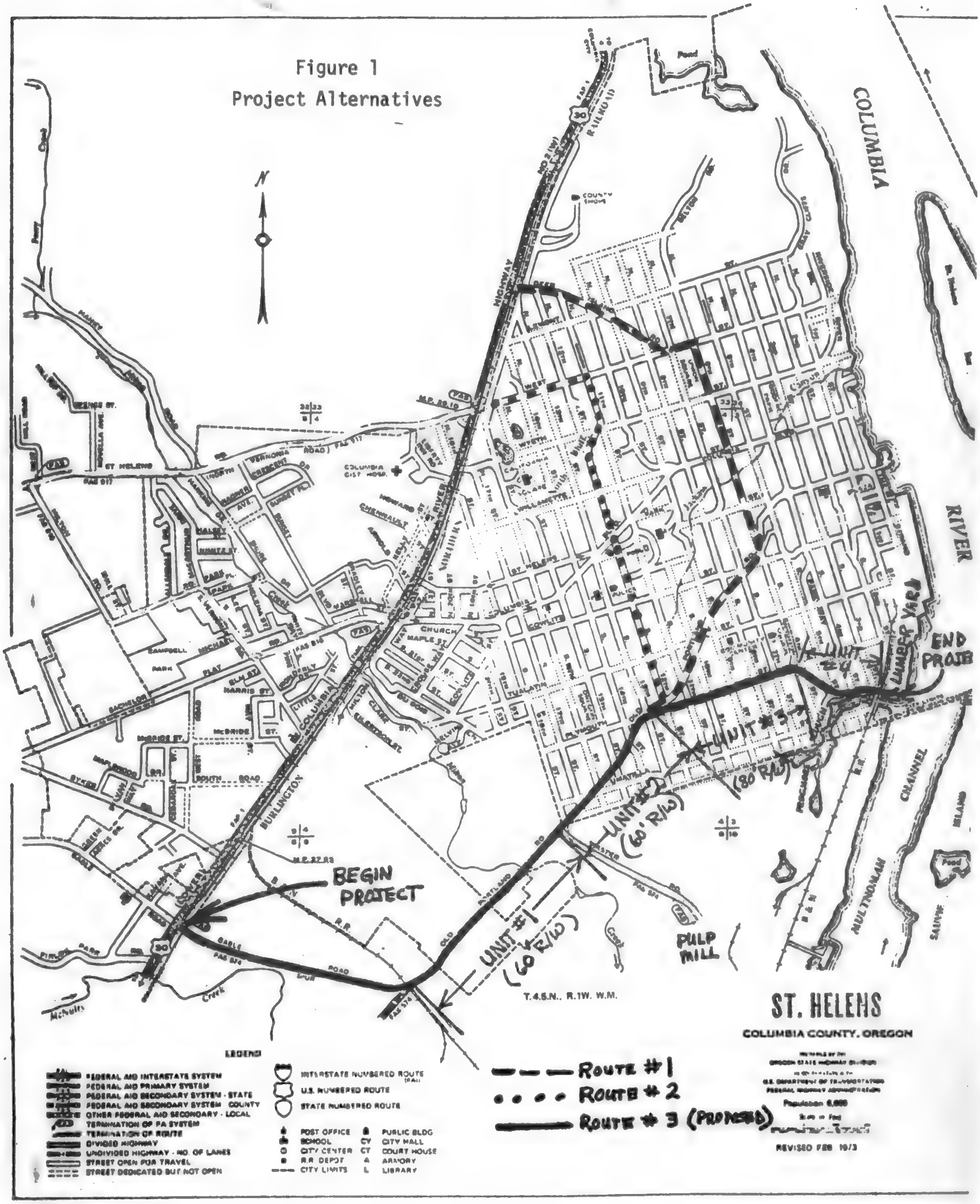
Existing Environmental Setting of the Project

Geology

The topography of the area is irregular with a general one percent slope

Figure 1

Project Alternatives



toward the Columbia River. The soils consist of weathered basalts and associated fines.

Wildlife Habitat

Vegetation in the area is sparse. Frogmore Slough has been greatly enlarged and converted to a sewage treatment lagoon serving the City and Boise Cascade. A swampy area west of the sewage lagoon is currently utilized by Boise Cascade and is not suitable wildlife habitat. A chip storage area is adjacent to this location.

Aquatic Habitat

Milton Creek crosses Old Portland Road west of Kaster Road. The creek carries runs of cutthroat trout, steelhead and Coho.

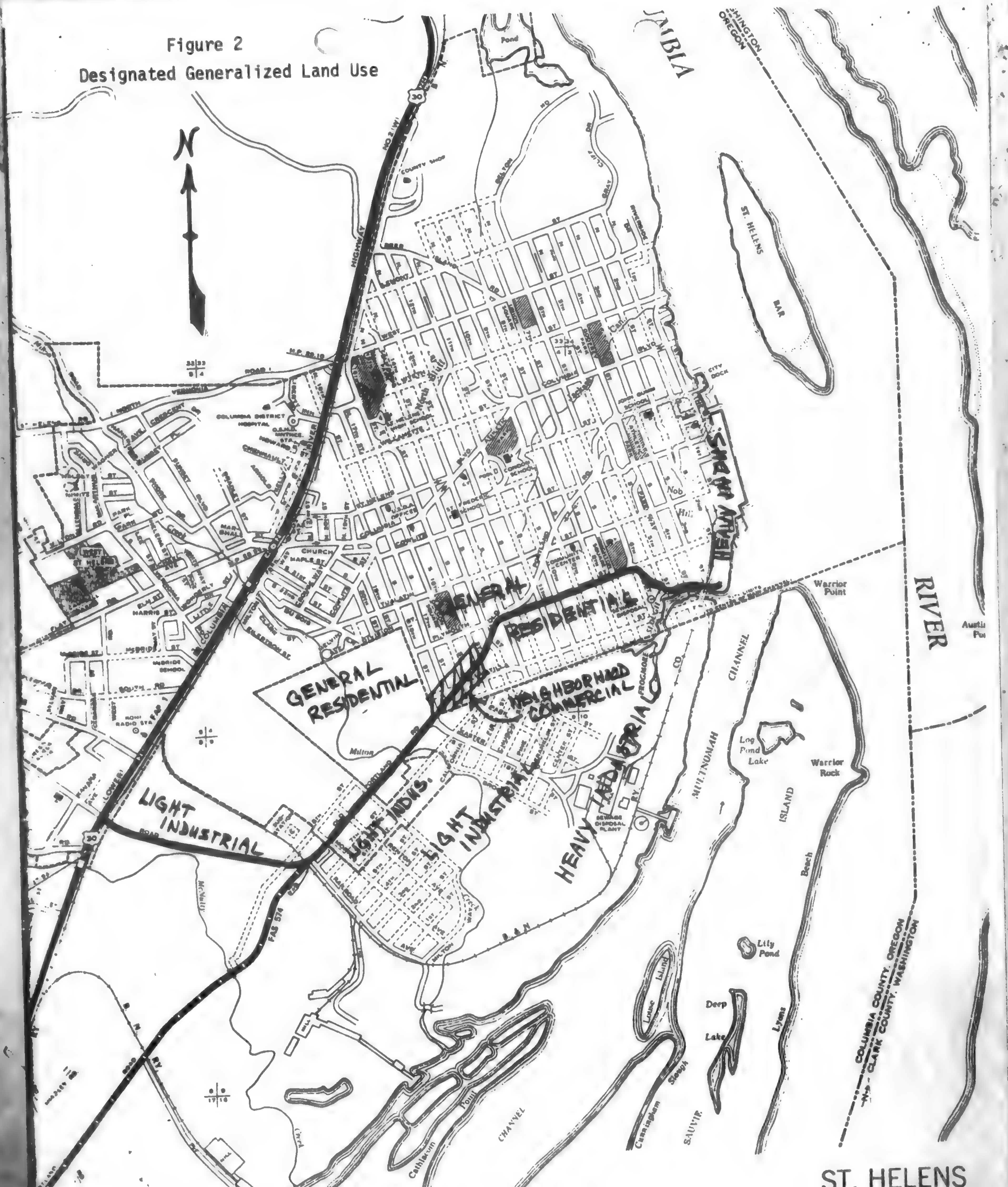
Land Use

General land uses existing in the area are Light Industrial, Commercial and Residential. Figure 2 shows land uses designated in the city comprehensive plan.

Beginning at U.S. Highway 30 and Gable Road, Columbia County has designated land on both sides of Gable Road as Light Industrial. A small arm of the City of St. Helens, designated as Light Industrial, juts into the County just south of the Milton Creek Bridge on Old Portland Road. The County's designation for land use on the south-easterly side of Old Portland Road is Light Industrial, and on the north-westerly side is Rural Suburban.

Beginning at Milton Creek Bridge and extending to South 18th Street, the city's land use designation is General Residential, while the County's

Figure 2
Designated Generalized Land Use



designation is rural suburban. A neighborhood commercial designation exists between 18th and 15th Streets on both sides of Old Portland Road. General Residential is the land use designation on both sides of Old Portland Road from 15th Street to Plymouth, and on Plymouth to the easterly terminus of the truck route, where the designation is Heavy Industrial. All land north of the Burlington Northern railroad spur is subject to systematic annexation by the City over the next several years.

The existing land use along the southerly side of Gable Road from Highway 30 to Old Portland Road includes: a truck scales, a scrap metal operation, two residences, a field with several scrub oak trees, a residence, another expanse with oak trees, two residences, a field, two residences, a commercial storage operation, a field, and two residences. On the northerly side of Gable Road, the land use existing at this time includes, a rail loading facility, a truck scale, scrap metal storage, a mobile home, a residence and a large concrete block structure formerly used as a butcher shop and slaughter house, a field with oak trees, two residences, and another large field. Immediately behind this area is the Port of St. Helens Industrial Park property.

The existing land use along the north-westerly side of Old Portland Road, beginning at its junction with Gable Road, includes: a power substation, a large log storage area operated by Neidermeyer-Martin, and vacant land which is designated Light Industrial. This concludes at the 18th Street-Kaster Road intersection. On the south-easterly side of Old Portland Road, between Gable Road and 18th Street, the land use includes a tavern, four residences set back a considerable distance from the road, a field, a pole storage area, the Milton Creek Bridge, a residence and saw filing shop, the site for a construction firm office, and an auto body and painting shop.

Land use along Old Portland Road from 18th Street to 13th Street varies from block to block, but is primarily residential. Between 18th and 17th streets, there is a tavern on the northerly side of the road and two residences and vacant land on the south. Between 17th and 15th streets, there are three residences per block on the northerly side. In those same two blocks, on the southerly side of the street, a multi-unit apartment complex has been constructed, and new construction of the same type is in progress nearby. Between 15th and 13th streets, there are three residences per block on each side of Old Portland Road.

Plymouth Street from 13th Street to the projection of Third Street is primarily residential. Seven residences, some not facing Plymouth Street, have been constructed on the northerly side of the street. There is considerable vacant land, all of which is extremely rocky and difficult for building purposes. Several new residences are being constructed in the bottom of a canyon which parallels the roadway on the south side for several blocks. Multi-family units including duplexes and a four-plex have been constructed, along with six residences. Beginning at Eighth Street, on the southerly side of Plymouth Street, is the City of St. Helens sewage treatment lagoon.

The residential and industrial mix, coupled with previously listed conditions, and the potential for increased industrial development creates a low aesthetic value in the area.

Traffic

In April of 1976, a traffic count was made at the intersection of Plymouth Street and Old Portland Road. In May of 1977, a traffic count was made at the intersection of Gable Road and Old Portland Road. These two locations account for all major turning movements made on and off the truck route. The route has been divided into four sections for which average daily traffic varies according to turning movements made on and off the route. Table 1 shows the total average daily traffic, and volume and percent trucks for 1977.

From Gable to Kaster Road, the designated speed is 45 miles per hour for cars and 40 miles per hour for trucks. From Kaster Road to the project terminus, designated speed is 25 miles per hour. In January, 1977, speeds were checked on the St. Helens Police Department radar unit for this section. The average truck speed in the area between 6th and 13th on Plymouth Street was 13 miles per hour. The average vehicle speed with same area was 23.4 miles per hour.

Noise

Utilizing existing and projected traffic volumes speeds, and percent trucks, an approved computer program was used to predict noise levels for the build and no build alternatives.

Predicted noise impacts are expressed in two measures. Table 2 shows the L_{10} noise level in dBA at 55 feet from the centerline of the roadway for each section. Table 3 shows the distance the L_{10} 70 dBA noise level extends from the roadway centerline. The L_{10} noise level is the sound level exceeded 10 percent of the time. "dBA" means decibels on the A scale, a measure of sound pressure. L_{10} 70 dBA is the recommended maximum noise level for sensitive receptors under current federal guidelines. Appendix A presents these guidelines in detail.

Contours of the L_{10} 70 dBA distance were approximated on a recent aerial photo mosaic of St. Helens. Commercial establishments and residential dwellings laying within the L_{10} 70 dBA contour were counted and recorded in Table 4 for

Table 1

St. Helens Truck Route
Existing 1977 Traffic Volumes

	Average Daily Traffic	Average Daily Truck Volume	Percent Trucks
Section 1			
Gable Road Lower Columbia River Hwy.- Old Portland Road	3100	375	12.1
Section 2			
Old Portland Road Gable Road-Kaster Road	4000	340	8.5
Section 3			
Old Portland Road Kaster Road-Plymouth Street	2700	115	4.3
Section 4			
Plymouth Street Old Portland Road-6th Street	350	70	20.0

Table 2

St. Helens Truck Route

L_{10} Level at 55 ft. from Road Centerline*

Section	No Build 1977	No Build 1997	Build 1977	Build 1997
Section #1	74 dBA	77 dBA	75 dBA	79 dBA
Section #2	74 dBA	77 dBA	76 dBA	79 dBA
Section #3	71 dBA	75 dBA	76 dBA	79 dBA
Section #4	71 dBA	75 dBA	77 dBA	81 dBA

* Assuming no shielding effects from buildings or topography.

Table 3

St. Helens Truck Route

L_{10} 70 dBA Distance from Road Centerline*

Section	No Build 1977	No Build 1997	Build 1977	Build 1997
Section #1	91 ft.	128 ft.	109 ft.	150 ft.
Section #2	92 ft.	134 ft.	113 ft.	150 ft.
Section #3	63 ft.	106 ft.	122 ft.	153 ft.
Section #4	59 ft.	109 ft.	131 ft.	166 ft.

* Assuming no shielding effects from buildings or topological features. Also, this assumes a level grade.

Table 4

St. Helens Truck Route
Sensitive Receptors Affected Within
L_{10} 70 dBA contour

	Residences	Commercial
1977 No Build	34	5
1997 No Build	48	6
1977 Build	62	6
1997 Build	72	6

the build and no build alternatives for 1977 and 1997. Noise levels currently experienced by 34 residences and 5 commercial establishments are in excess of federal guidelines.

Air Quality

The air quality along the proposed truck route is adversely influenced by emissions from the pulp and paper mill, and from the sewage treatment lagoon, which receives domestic wastes from the city's sanitary sewer system system, and industrial wastes from the Boise Cascade paper mill.

Alternatives to the Proposal

There are three alternatives to the proposed City of St. Helens Truck Route, designated as Route 1, Route 2, and the alternative of not building at all. Considerable citizen input was obtained by the St. Helens Planning Commission and the committee representing the Planning Commission, City Council, Police Department and Chamber of Commerce, in the development of the alternative routes and the final selection of Route 3 as the most feasible.

Route 1 entered St. Helens at Highway 30 and Deer Island Road. The route followed Deer Island Road to West Street, West Street to North Sixth Street, North Sixth Street to Columbia Boulevard, crossed Columbia Boulevard (the main thoroughfare through St. Helens) at Sixth, followed South Sixth to Old Portland Road, (including a section of construction of a designated street through an extremely difficult section of terrain), then out Old Portland Road from Sixth to 13th Street. The route then either followed Old Portland Road and Gable Road back to Highway 30, or Plymouth Street from 13th to the Boise Cascade mill.

Route 2 utilized either Deer Island Road or West Street as an entrance to St. Helens. The actual route involved use of 12th Street to cross the breadth of St. Helens, connecting at Old Portland Road to the other routes.

Citizen committees determined that both Routes 1 and 2 were not suitable as truck routes in the City of St. Helens. Route 1 was deemed inappropriate in that it would pass through a difficult part of Old Portland Road, and through a residential district of relatively high value homes on South Sixth Street. A third item was the cost factor involved in development of this proposed route.

Route 2 was deemed undesirable because it crosses through residential districts in the heart of the city, the terrain would make street construction difficult, and the costs involved would be excessive compared to the benefits to the city.

Route 3, the one proposed for the truck route, appeared to provide the most suitable access to the large industries, the committee noted. The committee also recommended that Boise Cascade lumber division load trucks to facilitate use of the route, that major improvements on Plymouth Street be required before the truck route designation was approved, that signs be posted marking the route, that signalization be implemented at Old Portland Road and 13th Street, that the industries be informed of the route in advance of the effective date for usage.

The alternative of not developing a truck route at all was discarded because of the large amount of traffic which is directly involved with the industries in St. Helens. Since the majority of the industries are centered in one area, the development of the route to facilitate major truck traffic was deemed an absolute necessity. Many heavy trucks take Old Portland Road and St. Helens Street through the city center and use First Street to reach the Boise Cascade lumber yard in order to avoid Plymouth Street in its present condition. This increases the distance traveled and the number of residences and other sensitive human use areas affected by the truck traffic and noise. The no-build alternative would perpetuate this condition and would therefore have greater adverse traffic and noise impacts than the proposed project.

A variation of Route 3, which was eliminated because of its prohibitive costs, was the possible construction of the dedicated, but unconstructed section of Umatilla Street on an extensive fill. This would have bypassed and reduced the impacts on the neighborhood through which Plymouth Street passes.

Discussion of Environmental Impacts

Geology

The small quantity of fill material needed would be obtained from local commercial sources.

Land Use

The right-of-way which the proposed truck route would use was acquired years ago by the city as part of the dedication of the street system in the area. The existing right-of-way is sufficient for the project and therefore eliminated the need to purchase additional property, minimizing disruption of existing conditions, particularly in landscaped residential areas and commercial districts. A minor exception to this is a 5-foot slope eastment 50' in length which will be needed in the 1100 block on Plymouth Street. This acquisition will be handled by the City of St. Helens.

Table 5

Section	Alternative and Year	Average Daily Traffic	Average Daily Truck Volume
Gable Road Lower Columbia River Hwy. - Old Portland Road	1977 Build	3200	435
	1997 Build	4900	640
	1997 No Build	4650	570
Old Portland Road Gable Road - Caster Road	1977 Build	4100	400
	1997 Build	6300	600
	1997 No Build	6000	530
Old Portland Road Kaster Road-Plymouth Street	1977 Build	2800	175
	1997 Build	4800	280
	1997 No Build	4500	160
Plymouth Street Old Portland Road - 6th Street	1977 Build	630	200
	1997 Build	1000	300
	1997 No Build	500	110

Table 5

tive ar	Average Daily Traffic	Average Daily Truck Volume	Percent Trucks
	3200	435	13.6
	4900	640	13.1
uild	4650	570	12.3
d	4100	400	9.8
d	6300	600	9.5
7 Build	6000	530	8.8
7 ld	2800	175	6.3
7 ld	4800	280	5.8
97 Build	4500	160	3.6
77 ild	630	200	31.7
97 uild	1000	300	30.0
997 o Build	500	110	22.0

As a truck route, the proposed project is only a de facto access for the Boise Cascade Mills at present. The improved highway route would increase the value of land to the south for further industrial development, but does not create any new access. While the improvement may facilitate new development, it seems unlikely that it will actually precipitate new development.

Traffic

Traffic projections were made by the Oregon State Highway Division for the four sections of the truck route previously discussed. Table 5 depicts predicted traffic volumes for the truck route. Total average daily traffic, truck volumes, and percent trucks are higher for the build than the no-build alternatives for 1977 and 1996. This is because the route would draw a higher volume of trucks and other vehicles in an improved condition and presumably measures would be enacted to insure its use as a truck route.

Noise

The increases in truck traffic on the proposed route will result in higher noise levels on the route and decreased noise levels in areas from which trucks would be diverted.

Currently, many trucks destined for the Boise-Cascade Mills continue travelling down Old Portland Road, cutting across St. Helens Street, and going down 1st. Street to the mills, rather than using Plymouth Street. On this existing route, there are approximately 46 residences, 23 commercial establishments, and 1 school potentially impacted by truck noise, while on the desired route, there are 25 residences. Therefore, trucks utilizing the desired routing will affect fewer sensitive receptors.

Noise levels along the entire length of the truck route are predicted to increase with increased traffic volumes, but noise levels would be higher with the build alternative than the no-build alternative. Tables 2, 3, and 4 depict the noise impacts resulting from the project for the entire route, from U.S. Highway 30 to the mills.

With the build alternative, the predicted L_{10} 70 dBA noise contour would affect 62 residences and 6 commercial establishments in 1977 and 72 residences and 6 commercial establishments in 1997.

Air Quality

The increased traffic on the proposed route will slightly increase exhaust emissions locally, but will cause an overall decrease in emissions due to the reduced vehicular miles traveled and will reduce the number of sensitive areas affected by the emissions. This overall reduction in emissions is consistent with efforts to improve regional air quality. The proposal does not qualify as an indirect air pollutant source.

Basis for Negative Declaration

The proposed project would reduce the existing adverse impacts of truck traffic on noise levels and air quality in more environmentally sensitive areas of the city while minimizing localized adverse effects. No significant right-of-way is required and no significant disruptions of existing land uses is expected.

Notice of the release of the Draft Negative Declaration for the St. Helens Truck Route was placed in the Oregonian on October 13th, 15th, 20th, and 22nd, 1977 and in the Sentinal-Mist Chronicle on October 16 and October 23, 1977 by the City of St. Helens.

No comments were received by the City of St. Helens within 30 days of publication of the notice.

It is the conclusion of the City of St. Helens and the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment of a magnitude requiring the processing of an environmental impact statement.

Concurred in by:

11-29-77
Date

E S Hunter
Technical Services Engineer

1-10-78
Date

FHWA Division Administrator

It is the conclusion of the City of St. Helens and the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment of a magnitude requiring the processing of an environmental impact statement.

Concurred in by:

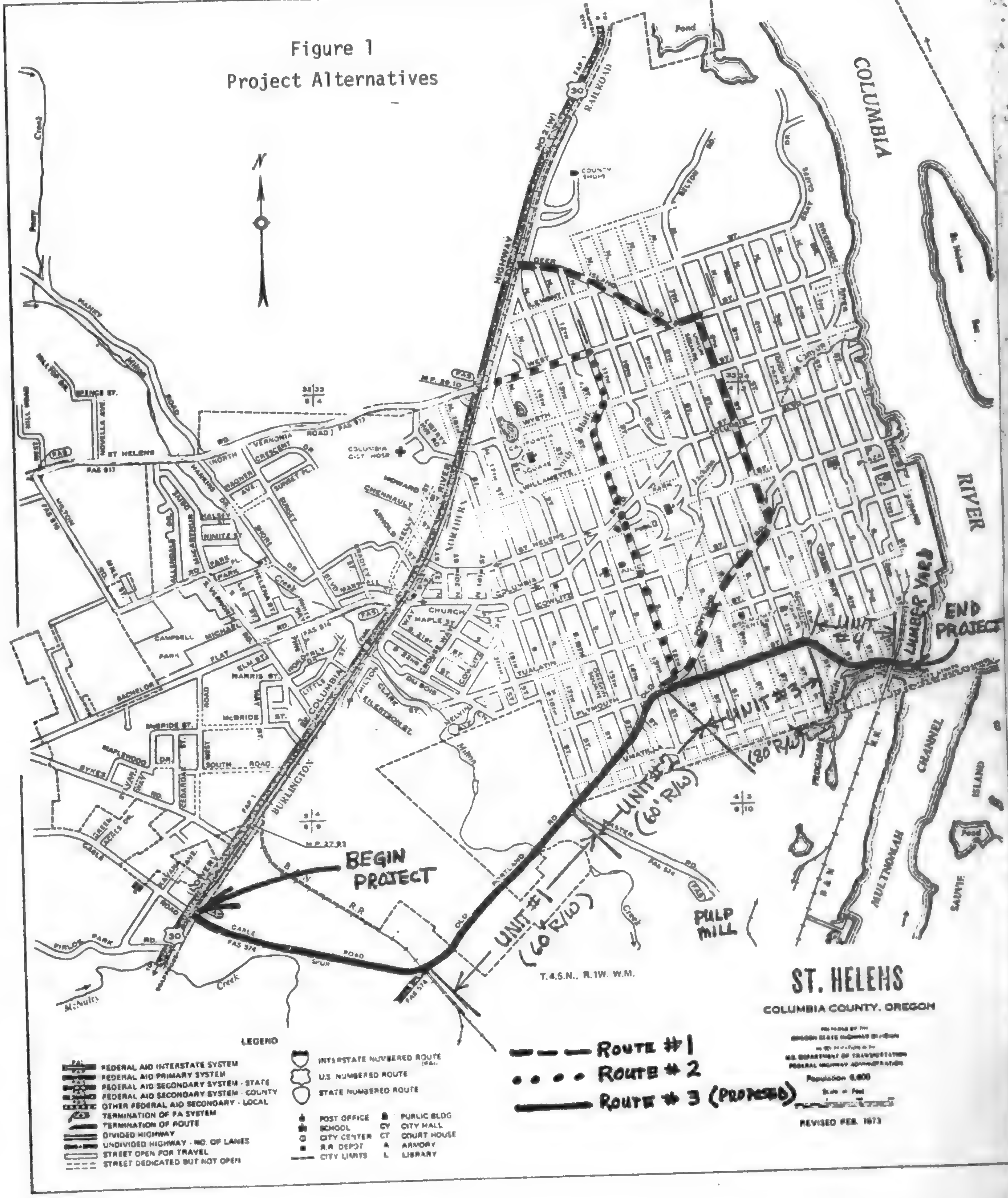
11-29-77
Date

E S Hunter
Technical Services Engineer

1-16-78
Date

FHWA Division Administrator

Figure 1
Project Alternatives



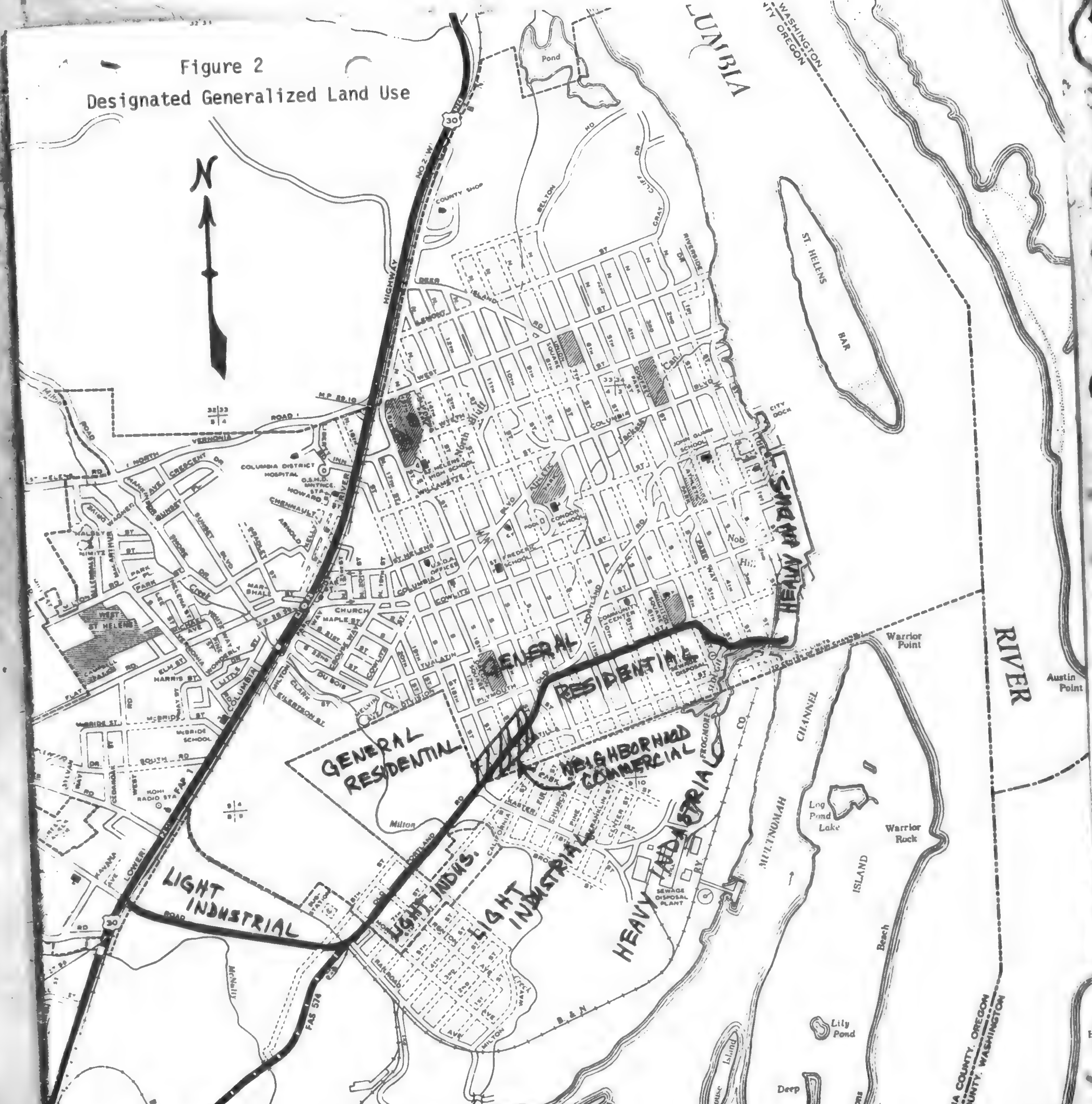


Figure 2
Designated Generalized Land Use

S775

December 27, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Final Negative Declaration
St. Helens Truck Route
Columbia County

In response to your December 14 letter, I am enclosing the subject final negative declaration with the statement regarding the bridge width on page 3 deleted. This should alleviate your concerns and allow approval of the final negative declaration.

Treatment of the structure in question will be decided in the detailed final design process.

Your early concurrence would be appreciated.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Enc.

bc F. B. Klaboe (enc.)
R. N. Bothman "
D. H. Moehring "
J. H. Versteeg "
Frank Terpin
Gary Potter

(ENVIRONMENTAL)/ESH:ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 14, 1977

In reply refer to: HA-1-OR

RECEIVED
ENVIRONMENTAL SECTION
DEC 15 1977
Referred to

SUBJECT: Oregon Project Nos. M-6220(1),
M-6260(1), and M-6270(1)
St. Helens Truck Route
Columbia County
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The final negative declaration for the subject project submitted with Mr. Potter's November 29, 1977 letter has been reviewed. A statement on page 3 of the declaration which indicates that the existing bridge over Milton Creek is substandard in width and may require widening has prompted some concerns.

Since under the Oregon Action Plan approval of a negative declaration constitutes project location-design approval, final acceptance of the negative declaration must be withheld until the bridge width question has been satisfactorily resolved. Considering the stated purpose of the project, as well as the volume of traffic now using that section of the project where the bridge is located, it will be necessary to either widen the bridge to the minimum standards as set forth in the AASHTO Geometric Design Standards for Highways Other Than Freeways-1969,or obtain through established procedures approval of an exception to these minimum standards.

G. K. [illegible]
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
DEC 15 '77
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

8775

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Environmental Section

DATE: November 18, 1977

Raleigh Carothers

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: St. Helens Truck Route
(US30 - 3rd Street)

Attached is a cover letter to me and a notorized statement from the City of St. Helens attesting that no requests for a public hearing on the above project were received. Also attached are copies of the Affidavit of Publication from the three newspapers that carried the notification.

RC/ldo

Attachments

cc: W. Bryant
R. N. Bothman
E. L. Hardt
C. Head
R. T. Ewen
G. Kaiser
R. D. Carothers

RECEIVED
NOV 18 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

81-125-1387

City of St. Helens
P. O. BOX 278
St. Helens, Oregon
97051

November 14, 1977

Mr. Raleigh Carouthers
Project Coordinator
Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Re: St. Helens Truck Route (US 30 - 3rd Street)

Dear Mr. Carothers:

Enclosed please find my notarized statement attesting that after due publication, as required, no requests for a public hearing on the proposed St. Helens Truck Route were received. Also attached are copies of the Affidavit of Publication from the three newspapers that carried our notification.

If any additional information is required, please contact me here at City Hall, 397-3373.

Very truly yours,

George E Shelley

George E. Shelley
City Recorder

GES:rlm

Enclosures (4)

City of St. Helens
P. O. BOX 278
St. Helens, Oregon
97051

I, George E. Shelley being first duly sworn, depose and say that I am the City Recorder of the City of St. Helens, Oregon and after due and legal publication calling for interested parties to request a public hearing on the proposed plans for improvement of a portion of Old Portland Road, Plymouth Street and 6th Avenue for the purpose of establishing an adequate St. Helens Truck Route, no such request for a public hearing was received.

Dated this 14th day of November, 1977.

George E Shelley
George E. Shelley
City Recorder

Subscribed and sworn to before me this 14th day of November, 1977.

Rosaline L. Malloy
Notary Public for Oregon

My Commission expires: August 18, 1980

PUBLIC NOTICES

Public Notice
City of St. Helens
Oregon Department of Transportation
Proposed Project
Old Portland Road-6th Avenue-Plymouth Street
(St. Helens Truck Route)
St. Helens

Notice is hereby given that the City of St. Helens in cooperation with the Oregon Department of Transportation has proposed plans for improvement of a portion of Old Portland Road, Plymouth Street and 6th Avenue for the purpose of establishing an adequate St. Helens Truck Route. The project would widen the three streets to adequate widths without requiring new right-of-way.

This notice is given in compliance with federal regulations and the Oregon Action Plan pertaining to this type of proposal whereby public notice be given to enable interested persons to request a hearing on this proposal. If an interested person desires such a hearing, a request should be directed to George Shelley, P.O. Box 278, St. Helens, Oregon, 97051, on or before the 8th day of November, 1977.

A Draft Negat've Declaration describing the environmental effects to be expected from the proposed improvement is available for review by the public at St. Helens City Hall, St. Helens, Oregon, and/ or the library in St. Helens.

If any questions arise pertaining to this matter, please contact George Shelley, St. Helens, Oregon, 97051, phone 397-3373.

Publish: Oct. 16 and Oct. 23, 1977.

Affidavit of Publication

✣

COUNTY OF COLUMBIA
STATE OF OREGON } ss.

I, Gilbert J. Crouse being first duly sworn, depose and say that I am the editor and publisher

of SENTINEL-MIST CHRONICLE, a newspaper of general circulation, as defined by sections ORS 193.010 and 193.020, printed and published at St. Helens, in the aforesaid county and state; that the

St. Helens Truck Route

a printed copy of which is hereby annexed, was published in the entire issue of said newspaper for Two successive and consecutive weeks in the following issues:

October 16, 1977
October 23, 1977

Subscribed and sworn to before me this 25 day of October, 19 77

Notary Public of Oregon

My commission expires
12 day of March
19 79

PUBLIC NOTICE
CITY OF ST. HELENS
OREGON DEPARTMENT OF TRANSPORTATION
PROPOSED PROJECT
Old Portland Road
6th Avenue - Plymouth Street
(St. Helens Truck Route
St. Helens

Notice is hereby given that the City of St. Helens in cooperation with the Oregon Department of Transportation has proposed plans for improvement of a portion of Old Portland Road, Plymouth Street and 6th Avenue for the purpose of establishing an adequate St. Helens Truck Route. The project would widen the three streets to adequate widths without requiring new right-of-way.

This notice is given in compliance with federal regulations and the Oregon Action Plan pertaining to this type of proposal whereby public notice be given to enable interested persons to request a hearing on this proposal. If an interested person desires such a hearing, a request should be directed to George Shelley, P.O. Box 278, St. Helens, Oregon, 97051, on or before the 8th day of November, 1977.

A Draft Negative Declaration describing the environmental effects to be expected from the proposed improvement is available for review by the public at St. Helens City Hall, St. Helens, Oregon, and-or the library in St. Helens.

If any questions arise pertaining to this matter, please contact George Shelley, St. Helens, Oregon, 97051, phone 397-3372.

PUBLIC Sale Tuesday October 25, 1977, 10:30 A.M. at 1011 N.E. Alberta St. - 1973 Dodge 4dr P.U. 4WD. May be seen at 1011 N.E. Alberta St. Phone Al Karn, 243-3576 for info. First State Bank reserves the right to bid.

SALEM PRIVATE SCHOOLS OFFERS $1,000,000 IN 1ST MORTGAGE BONDS

(To become 1st mortgage upon payment of outstanding mortgage indebtedness) at 8½% and 9% maturities from ½ year to 14 years.

For information and-or a prospectus

CALL:
Salem Private Schools
920 Chemawa Rd., NE
Salem, Oregon 97303
Phone 393-2661 or 393-6360

(This announcement is not an offer to sell nor a solicitation of an offer to sell. Offering made by prospectus only).

In the ______________ *Court of the State of Oregon*
for the County of Multnomah

____

______________________________ Plaintiff

____

______________________________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah } ss.

I, J. M. MC INTEER being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon, that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for 2 ~~XXXXXXXXXXXXXXX~~ ISSUES on the following dates:
10/13/77 & 10/20/77

J M McInteer
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 20TH day of OCTOBER, 19 77

Evelyn G. Meyer
Notary Public for Oregon
My Commission Expires July 8, 1979

My Commission expires ______________

F-1703

PUBLIC NOTICE
City of St. Helens
Oregon Department of Transportation
Proposed Project
Old Portland Road
6th Avenue - Plymouth Street
(St. Helens Truck Route)
St. Helens

Notice is hereby given that the City of St. Helens in cooperation with the Oregon Department of Transportation has proposed plans for improvement of a portion of Old Portland Road, Plymouth Street and 6th Avenue for the purpose of establishing an adequate St. Helens Truck Route. The project would widen the three streets to adequate width without requiring new right-of-way.

This notice is given in compliance with federal regulations and the Oregon Action Plan pertaining to this type of proposal whereby public notice be given to enable interested persons to request a hearing on this proposal. If an interested person desires such a hearing, a request should be directed to George Shelley, P.O. Box 278, St. Helens, Oregon, 97051, on or before the 8th day of November, 1977.

A Draft Negative Declaration describing the environmental effects to be expected from the proposed improvement is available for review by the public at St. Helens City Hall, St. Helens, Oregon, and-or the library in St. Helens.

If any questions arise pertaining to this matter, please contact George Shelly, St. Helens, Oregon 97051, phone 397-3173.

In the ______________ Court of the State of Oregon
for the County of Multnomah

____
______________________________ Plaintiff

vs

____
______________________________ Defendent

Affidavit of Publication

STATE OF OREGON

County of Multnomah ______________ } ss

I, J. M. MC INTEER being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon, that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for 2

XXXXXXXXXXXXXXXX ISSUES on the following dates: ______

10/15, 10/22/77

____
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 24TH day of OCTOBER 19 77

____
Notary Public for Oregon

My Commission Expires July 8, 1979

F-1703

My Commission expires ______________

8775

505-1923

STATE OF OREG

INTERO[illegible]CE MEMO

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: May 25, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Right-of-Way Affidavit
Old Portland Road-6th Street Project
FA Project M-6220(1)
City of St. Helens

Here is a right-of-way affidavit completed by the City of St. Helens and signed by appropriate city officials. As indicated by Ken Rolfe's letter, he has worked closely with the City and is satisfied that Federal requirements have been satisfied.

Please forward this for further processing.

JR/ldo

Attachment

cc: Region 1

PROJECT MANAGEMENT

MAY 27 '77

REFER TO Hal

FOR

Info	Investigate	R/D	[redacted]	File	Letter	See me
X						

8775

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-18-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-6220(1)
Project Name Old Portland Road-6th Street (City of St. Helens)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

sent 6-2-77

CC: D.E. Swan
J.B. Boyd
C.T. Keasey
J. Chidsey

Signed at St. Helens, Oregon, this 18th day of MAY, 1977

City of St. Helens

Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date May 20, 1977

RECEIVED
MAY 19 1977
DIST. 1 RIGHT OF

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8775

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of St. Helens
P. O. Box 278
St. Helens, Oregon 97051

Attention of Mr. George E. Shelley
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1710

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $2,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Columbia River Hwy.-6th St., Gable Rd. (FAU 6220), Old Portland Rd. (FAU 6270), and Plymouth St. (FAU 6260). Covered by agreement dated 2/27/76.		1,600.00
		To be Retained		$ 600.00
		Acct. Ref. STHELEN 001333 APE		

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 505-1923-295

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,200.00

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
G. N. Hopkins Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Jans

8775

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. ROTTER, Manager
Environmental Section

DATE: February 9, 1977

FROM: CRAIG MARKHAM CM
Region Environmentalist

SUBJECT: St. Helens Truck Route
Draft Negative Declaration
City of St. Helens
Columbia County

Enclosed is a draft of the subject negative declaration which I have revised. I am also enclosing a copy of St. Helens' original draft. I think they did a commendable job, compared to others I've seen. It is likely that you will want to improve on the noise study estimates, since they are only nomographic determinations. Though the traffic data have not been updated, it appears that no radical changes have occurred since they were taken, nor does it appear that there will be rapid changes in land use in the future in this area.

Once you have supplemented the noise analysis, please complete environmental section review. If you feel revisions are substantial, or require added information from the city, return the statement with comments and I can prepare for study committee, if you find that expeditious.

Please note that no one ever filled in the 923 function on the authority for survey, so we don't have any money budgeted. The resident engineer exhausted the other functions.

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
FEB 10 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

PROJECT MANAGEMENT
FEB 10 '77
REFER TO Prange
FOR

Info	Investigate	R/D	Action	File	Letter	See me
X						

pq

cc Frank Terpin, w/o att.
George Hopkins, w/o att.

81-125-1387

8775

9

September 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: U
Item No.: 70405
Project No.: M-6220 (1)
F.A. Route No.: FAU 6220
Section: L. Columbia River Hwy.-S. 6th St. (St. Helens)
Highway: City Street
Begin M.P.: NA
Length: 1.15
County: Columbia
City: St. Helens
Work: ROW, G-P-Signals
Estimated Cost: 91,060
F.A. Cost: 78,100

Note:
(1) PE authorized 4-9-76 under Project No. M-6220 (1)
(2) Minor program change to place FAU 6260 and FAU 6270 under Item Nos. 70438 & 70439 respectively.

JLG: eb

cc: D. L. Gifford

8775

8

September 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: U
Item No.: 70439
Project No.: M-6270 (1)
F.A. Route No.: FAU 6270
Section: L. Columbia River Highway-S 6th (St. Helens)
Highway: City Street
Begin M.P.: NA
Length: 0.36
County: Columbia
City: St. Helens
Work: ROW, 8-P Signals
Estimated Cost: 28,260
F.A. Cost: 24,200

Note:
(1) PE authorized 4-9-76 under Project No. M-6270 (1)
(2) Project combined with Item Nos. 70405 & 70438

JLG: ab

cc: B. L. Gifford

8775

8

September 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: U
Item No.: 70438
Project No.: M-6260 (1)
F.A. Route No.: FAU 6260
Section: L. Columbia River Hwy.-S 6th St. (St. Helens)
Highway: City Street
Begin M.P.: NA
Length: 0.49[2]
County: Columbia
City: St. Helens
Work: ROW, G-P Signals
Estimated Cost: 37,680
F.A. Cost: 32,320

Note:
(1) PE authorized 4-9-76 under Project No. M-6260 (1)
(2) Project combined with Item No. 70405 & 70439

JLG: eb

cc: B. L. Gifford

8775

St. Helens

Salem, Oregon
August 13, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49375 - Beckham
Old Portland Rd. - 6th St. Section
Plymouth St. (City of St. Helens)
Columbia County

Attached is a description and an authorization covering a permanent slope easement which is required for the subject project scheduled for June 23, 1977.

R/W prints will be delivered to your office today.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FAUS

8775

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

7-30-76

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Old Portland Rd.-Sixth St.
Plymouth St., FAU 6260

Project Federal Aid Number: M-6260(1)

Applicant: City of St. Helens

Contact: Mr. Dan Linhares

Federal Aid Funds: FAS___ FAUS XX Other___

Date Project Approved by Trans. Comm.: 10/28/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Field Survey indicates that slope easements are required.

Gary E. Zehner

Gary E. Zehner
County-City Unit

July 30, 1976
Date

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

2/18/75

8775

FAUS

NARRATIVE REPORT
Old Portland Road - 6th Street Section
Plymouth Street (City of St. Helens)
Columbia County   Prefix: 505-1923

6-76

Purpose of Survey

To prepare plans and cost estimate to improve and develop a truck route on Plymouth Street, within the City of St. Helens, and under the Urban System program. The intersection of Old Portland Road, 13th Street and Plymouth Street is to be signalized as a part of this project. The limits of the project are Old Portland Road, on the westerly end, to 6th Street, on the easterly end; a distance of approximately 0.4 miles.

Alignment

Centerline was established in the center of the right-of-way for Plymouth Street, which is 80' in width.

Typical Section

The typical section consists of constructing two 12' travel lanes with 4' paved shoulders. The surfacing design calls for 4" of asphaltic concrete and 6" of crushed base rock. The cut and fill slopes are generally 2:1 or flatter throughout the limits of the project, with the exception of the area from Sta. 10+00 to 11+00 where the fill slopes are 1½:1 to stay within the existing R/W, and from Sta. 16+00 to 16+75, on the right, in order to clear, as much as possible, a house which was built very near the R/W. Even with a 1½:1 slope a small portion of permanent slope easement will be required. This house also has an existing concrete stairway, leading from the roadway to the front of the house, which falls within the proposed fill and will necessitate constructing a new concrete stairway with at least one pipe handrail.

RECEIVED
COUNTY & CITY SECTION
JUL 29 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Clearing and Grubbing

This item consists of several large oak trees and a relativly small amount of hand clearing.

Structures and Obstructions

There is only one significant item to be removed from the project; a wood frame garage on stilts, right of Sta. 16+50. This building is on the R/W but is in no condition to be used as a garage. It is, however, being used for storage.

Earthwork

The existing roadbed has an oil mat from Sta. 15+50 to 22+50, the rest being gravel. A portion of the oil mat (17+50 to 22+50) is in reasonably good condition but to sacrifice a better grade line in order to save this portion is not warranted. This project will require approximately 3,100 C.Y. of excavation of which approximately 2,000 C.Y. will be excess. This area of St. Helens has numerous rock outcroppings and it is therefor reasonable to assume that any excavation done on this project will be substantially solid rock. Whether the rock is ripable or not is not known. There is a small rock bank Rt. of Sta. 9+00 to 9+50, involving approximately 25 C.Y., which should be cut back to improve sight distance.

Drainage

This will consist of installing driveway and road approach culverts primarily. An installation across Plymouth Street at 7th Street may encounter solid rock for most of its length.

Right of Way

One parcel of permanent easement for slopes will be required right of Sta. 16+00 to 16+50, involving 250 sq. ft. This could probably be aquired by the City.

Utilities

There are a number of poles used jointly by Portland General Electric Co. and Pacific Northwest Bell Co. which are within the proposed construction area and will have to be moved. Northwest Natural Gas Co. has two mains, a 6½" and a 4½", with the attendant valves and service connections and two valve vaults which are involved. The City of St. Helens has a 6" water main with attendant valves, hydrants and service connections which also runs the length of the project. There are two sanitary sewer manholes, also owned by the City, that need to be adjusted. The depth of the gas and water mains are not known.

Material Source

The closest commercial material source is in Scappoose, approximately 7 miles south of St. Helens.

Specifications

Standard Specifications to apply. Note should be made of the possibility of rock cuts.

Cost of Project

It is estimated that the project will cost $159,400.00

Form [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 **OF** 1 **SHEETS**

[illegible] St. Section
[illegible]
Prefix: 505-19[illegible]
June 1976

SUMMARY & COST ESTIMATE

Item	Unit	Quantity	Unit Price	Amount
Mobilization	All	All	Lump Sum	$ 9 840
Temporary [illegible] & Di[illegible] of Traffic	[illegible]	All	Lump Sum	2 000
Temporary Signs	Sq.Ft.	[illegible]	9.00	1 440
Flagging	Hour	[illegible]	16.50	5 280
Roadwork				
Clearing & Grubbing	All	All	Lump Sum	1 000
Removal of Structures & Obstructions	All	All	Lump Sum	1 5[illegible]
General Excavation	Cu.Yd.	3,100	4.50	13 950
Trench Excavation	Cu.Yd.	50	10.00	500
Finishing Roadbeds & Slopes	All	All	Lump Sum	2 500
Watering	M Gal.	82	5.00	410
1"-0 Aggregate Base	Ton	3,300	5.10	16 830
Class "B" Asphalt Concrete Mixture	Ton	1,950	15.00	29 250
Asphalt Cement in Mixture	Ton	[illegible]	75.00	[illegible]
Concrete in Stairway	Cu.Yd.	3	175.00	525
Reinforcement [illegible]	lbs	[illegible]	0.60	144
Pipe Handrail	Lin.Ft.	16	25.00	400
12-inch Culvert Pipe	Lin.Ft.	37	12.00	[illegible]
Extra for [illegible]	Each	18	190.00	3 420
				$ 102 8[illegible]

Install Traffic Signals @ 13th & Plymouth Sts. = 30 000
Total Bid Items = 132 879
+ 20% Engr. & Contingencies = 26 521
Total Cost $ 159 400

8775

OREGON STATE HIGHWAY DIVISION
Location Section

Section: L. Columbia River Hwy.- S. 6th St. (St. Helens)

Highway: F.A.U. 6260

County: Columbia

Prefix: 505-1923

Res. Engr: J. Cochell

Date June 21, 1976

Ten Year Traffic Coefficient 7.2

18 kip s.a. per day 38

R value 35+

Frost Penetration - - - -

CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
4.0"	A.C.	8.0
6.0"	A.B.	6.0
11.5"		17.0"

Existing Roadway-Where Utilized

1.5"	A.C. (Final Application)
2.0"	A.C.O.L., with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
[illegible]
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
COUNTY & CITY SECTION
JUN 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ BPE ☐

8775

FAUS
St. Helens

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 21, 1976

Mr. Dan Linhares
City Recorder
St. Helens, OR 97051

Re: Advance Deposit
St. Helens Truck Route Project
Prefix: 505-1923

Dear Mr. Linhares:

As set forth in the City-State agreement on the truck route project, the City is to deposit its share of the estimated engineering costs before work may begin. We now have all approvals necessary and can start the engineering as soon as the advance deposit has been received. The amount of $2,200 is based on estimates and when actual cost figures have been computed an adjustment will be made.

It is our understanding that at a meeting between the City and Louis Spisla from our office, it was decided to work up the project one section at a time so that costs can be kept within the range of funding ability. We will be working closely with the City to attempt to develop the project which you want and if there are any questions don't hesitate to call.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms

cc: Gary Zehner, O.S.H.D. ← THIS COPY FOR

PROJECT MANAGEMENT

APR 21 '76

REFER TO

H

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81-734-3122

8775

FAUS

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Old Portland Rd. - 6th Street (St. Helens)

Highway Plymouth Street - FAU 6260

County Columbia

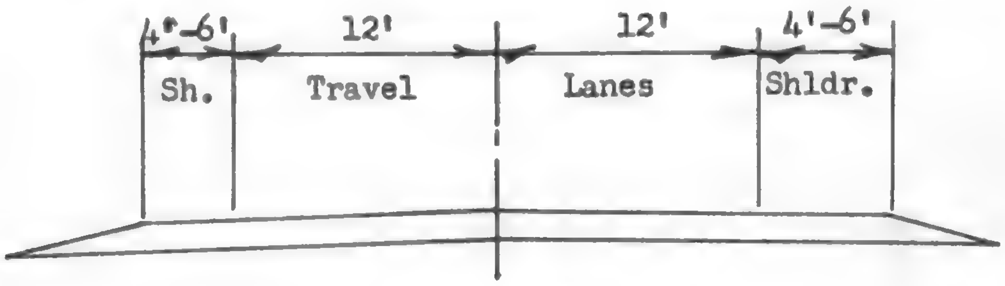
Date April 9 1976

Authorization No. 1

Survey Prefix 505-1923 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of Old Portland Road and Plymouth Street, thence along Plymouth Street to the easterly terminus at 6th Street. Total length is 0.4 mile.



TYPICAL SECTION

Purpose of survey:

To prepare plans, specifications and estimates of cost to construct a two lane facility following the alignment of the existing road.

RECEIVED
COUNTY & CITY SECTION
APR 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

M-6220(1) M-6260(1)
M 6270(1)
4/9/76

Estimate of cost:

Proj. Mgt	(920)	100
Specifications	(921)	400
Resident Engineer	(901)	5,000
Citizen Participation	(902)	500
Soils & Geology	(910)	500
R/W Negotiations	(913)	300
Utility Liaison	(914)	400
Environmental	(923)	2,500
Design	(905)	1,500
R/W	(909)	500
Location Studies	(918)	300

Total estimated cost of survey $ 12,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
R. R. Cameron
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

4-9-76
FAUS

8775 FAUS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-[illegible]20(1), M-6260(1), & [illegible]6270(1)

STATE PROJECT NO.
See below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

4-9-76

PROGRAM NO.

ITEM NO.
M-69, 70, 71

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/9/76

FEDERAL ROUTE NUMBER
FAU 6220, 6260, & 6270

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:
"Columbia River Highway-South 6th Street (St. Helens) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) All phases of preliminary engineering necessary to obtain an approved negative declaration at a total estimated cost of $15,000, Federal funds $11,700.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/9/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/26/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DATE
4/9/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY
Oregon

BY (Signature)
L.W. Rulie

TITLE
Project M

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMA
					Location
69	M-6220(1)	1.15	11,600	9,048	Columbia River Hwy- South 6th Street (St Helens) Section Columbia County State of Oregon
70	M-6260(1)	0.49	4,800	3,744	" "
71	M-6270(1)	0.36	3,600	2,808	" "

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4/9/76	SIGNATURE AND TITL G. [illegible] Green, D

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construc tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-10
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE HIGHWAY DEPARTMENT Oregon
	DATE 4/9/76
	BY (Signature) L.W. Rulien's 3/26/76 letter
	TITLE Project Management Engineer

EQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

FEDERAL FUNDS

☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 2 ITEM NOS. ______ THRU ______			OTHER IDENTIFICATION AND/OR REMARKS (State)	
LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
1.15	11,600	9,048	Columbia River Hwy- South 6th Street (St Helens) Section Columbia County State of Oregon	Preliminary Engineering
0.49	4,800	3,744	" "	" "
0.36	3,600	2,808	" "	" "

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ UPE ☐

RECOMMENDED AND TITLE	APPROVED DATE 4/9/76	SIGNATURE AND TITLE G. E. Green, Division Administrator

n to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligement to provide Federal funds for the undertaking.

GPO 915-690

8775

9

PRO ~~6-2~~

March 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for three projects which we desire to have included in the Federal-Aid Urban System Highway Program as follows:

Item No.	Project No.	Section
69	M-6220(1)	Columbia River Hwy.-S. 6th St. (St. Helens) Section
70	M-6260(1)	Columbia River Hwy.-S. 6th St. (St. Helens) Section
71	M-6270(1)	Columbia River Hwy.-S. 6th St. (St. Helens) Section

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request concurrent with approval of the programs, authorization to proceed with the preliminary engineering by City of St. Helens and State forces necessary to obtain approval of the negative declaration. The estimated total cost and federal funds to be obligated on each project is as follows:

Project No.	Total Cost	Federal Funds
M-6220(1)	$ 8,700	$ 6,786
M-6260(1)	3,600	2,808
M-6270(1)	2,700	2,106
	$15,000	$11,700

CL:md

Encl.

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	March 26, 1976

FEDERAL-AI

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Jct. US30, N.E. 1.1 mi. (St.Helens) 21 65	ADT	PRESENT 3,700	FUTURE 5,600 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Co
	NAME OF URBAN AREA 17-31 St. Helens	ROUTE NO. U | FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			1.15	11,600	9,048
5					ROW					
5					CONST (CODE)		"Columbia River Hwy.- S. 6th St. (St. Helens) Section"			

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.15	11,600	9,048
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

FEDERAL-AID PROGRAM DATA

rch 26, 1976

ADT	PRESENT 3,700	FUTURE 5,600 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 69 (14) (15)

GCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 6220 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Columbia		CODE 009 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. U	FEDERAL-AID 6220	STATE Co. Rd. & City St. (22) (36)	U.S. ---- (37) (41)

ESTIMATED PROJECT COST BY PHASES

ES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Preliminary engineering, all phases
.15	11,600	9,048	1,276	1,276 (City)	
					(Future 2-12' lanes H.T. pave. 8' shldrs)
					ROW - 60' min.; Access control-none; Parking restrictions-none.
.15	11,600	9,048	1,276	1,276 (City)	
	(18) (23)	(24) (33)			

REMARKS

-Over-

COLUMBIA RIVER HWY.-S. 6th ST. (ST. HELENS) SECTION

PROJECT NO. M-6220(1)

Existing Facility:

Roadway--M.P. 0.71 to 1.31; 2-12' lanes A.C. pavement with 8' paved shoulders.
M.P. 1.31 to 1.86; 2-10' lanes A.C. pavement with 2' gravel shoulders.
Structure--Milton Creek Bridge, 53' RCDG, HC 24', H-15 loading.

Adjacent Sections:

S.W. End--Jct. with Columbia River Hwy. (U.S. 30)
N.E. End--Jct. with FAU Route 6270

Project Data: Work under this project consists of preliminary engineering all phases for the future construction necessary to widen the existing facility to provide for a truck route consisting of two 12-foot lanes of high type pavement with 8-foot shoulders.

Note: Portions of the preliminary engineering will be performed by City of St. Helens forces.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data	Crossing #5A-26.70 (Mainline)	Crossing #5A-27.61 (Spur)
Name:	Burlington Northern	Burlington Northern
No. of Tracks:	1 (mainline)	1 (spur)
No. of Trains	4 thru & 12 switch per day	4 switch per day
No. of Hi-speed Trains	None	None
Existing Protection	Cantilever Flashing Lights	Cantilever Flashing Lights
Proposed Protection	No change	No change
Railroad Benefits	None	None

FHPM 7-7-2 Re
declaration

IM 50-1-70 Re
2 Clearingho

FHPM 7-7-5 Re

(a) Public

(b) Location

Data for PR-3

Preliminary E

Note:

(1) This pr
(2) The work
authori
overall
(St. He
M-6220(
(18%) i

CTION

h 8' paved

h 2' gravel

ading.

nary engineer-
iden the exist-
wo 12-foot

rformed by

d Recreational

Crossing #5A-27.61 (Spur)

rlington Northern
(spur)
switch per day
ne
antilever Flashing Lights
change
ne

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on March 8, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering--Field Work	$ 8,700
P.S. & E. Preparation	2,900
Total	$11,600

Note:

(1) This project is in Congressional District No. 1.
(2) The work under this project is to be accomplished under the same authority for survey as Projects M-6260(1) and M-6270(1). The overall survey will be known as Columbia River Hwy.-S. 6th St. (St. Helens) Section of which 1.15 miles (58%) is on Project M-6220(1), 0.49 mile (24%) is on Project M-6260(1) and 0.36 mile (18%) is on Project M-6270(1).

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

March 26, 1976

FEDERAL-AI

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Kaster Rd. to S. 13th St.(St.Helens) 21 65	**ADT**	PRESENT 3,000	FUTURE 4,500 (66) (70

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Co	
	NAME OF URBAN AREA St. Helens 17-31	ROUTE NO. U	FEDER

ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(16-18)	(19)	41	42	43 46	52		(54) (58)	(59) (66)	(67)
5					**PE**			0.36	3,600	2,808
5					**ROW**					
5					**CONST** (CODE)		"Columbia River Hwy.- S. 6th St. (St. Helens) Section"			

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1	CL		0.36	3,600	2,808
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

26, 1976

FEDERAL- AID PROGRAM DATA

ADT	PRESENT 3,000	FUTURE 4,500 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 71 (14) (18)

DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 6270 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

	COUNTY NAME Columbia			CODE 009 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. U	FEDERAL-AID 6270 (32)	STATE City St. (36)	U.S. (37) ---- (41)	

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(59) (66)	(67) (76)			
3,600	2,808	396	396 (City)	Preliminary engineering, all phases.
				(Future 2-12' lanes H.T. pave. 8' shldrs)
				ROW - 60' min.; Access control-none; Parking restrictions none.
3,600	2,808	396	396 (City)	
(19) (23)	(24) (33)			

REMARKS

-Over-

COLUMBIA RIVER HWY.-S. 6th ST. (ST. HELENS) SECTION

PROJECT NO. M-6270(1)

Existing Facility: 20-foot A.C. surface with 4-foot gravel shoulders.

Adjacent Sections:

S. End--Jct. with FAU Route 6220.
N. End--20-foot A.C. surface with 4-foot gravel shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction on existing alignment necessary to widen the existing facility to provide for two 12-foot lanes of high-type pavement with 8-foot shoulders for a truck route.

Note: Portions of the preliminary engineering will be accomplished by City of St. Helens forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on March 8, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Data for

Pre

Note:

(1)
(2)

s.

eering
essary
of

hed by

nd

declaration

ct 2

tegory 3 Project).
oject.

Data for PR-37:

Preliminary Engineering--Field Work	$2,700
P.S. & E. Preparation	900
Total	$3,600

Note:

(1) This project is in Congressional District No. 1.
(2) The work under this project is to be accomplished under the same authority for survey as Projects M-6220(1) & M-6260(1). The overall survey will be known as Columbia River Hwy.-S. 6th St. (St. Helens) Section of which 1.15 miles (58%) is on Project M-6220(1), 0.49 mile (24%) is on Project M-6260(1) and 0.36 mile (18%) is on Project M-6270(1).

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AI

March 26, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., S. 13th St. to S. 6th St.(St.Helens) 21 65	**ADT**	PRESENT 600	FUTURE 900 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Col
	NAME OF URBAN AREA St. Helens 17-31	ROUTE NO. U | FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.49	4,800	3,744
5					**ROW**					
5					**CONST** (CODE)		"Columbia River Hwy.- S. 6th St. (St. Helens) Section"			

CARD	CODE	PREPARED BY		PROJECT TOTALS			
1	1	CL			0.49	4,800	3,744
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24)

FEDERAL-AID PROGRAM DATA

26, 1976

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S)	**ADT**	600	900	96	10	Oregon	41	W32	70
		(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

ECY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					M-	6260	(1)		
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7	13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Columbia	009 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	6260 (32)	City St. (36)	--- (37) (41)

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Preliminary engineering, all phases.
49	4,800	3,744	528	528 (City)	(Future 2-12' lanes H.T. pave. 8' shldrs)
					ROW - 60' min.; Access control-none; Parking restrictions-none.
.49	4,800	3,744	528	528 (City)	
	(16) (23)	(24) (33)			

REMARKS

-Over-

COLUMBIA RIVER HWY.-S. 6th ST. (ST. HELENS) SECTION

PROJECT NO. M-6260(1)

Existing Facility:

S. 13th St. to S. 6th St.--34-foot gravel surface roadway.

Adjacent Sections:

S.W. End--34-foot gravel surface roadway.
N.E. End--18-foot A.C. surface with no shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction on existing alignment necessary to widen the existing facility to provide for two 12-foot lanes of high-type pavement with 8-foot shoulders for a truck route.

Note: Portions of the preliminary engineering will be accomplished by City of St. Helens forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on March 8, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary E

Note:

(1) This pro
(2) The work
same aut
The over
St. (St.
M-6220(1
(18%) i

SECTION

way.

nary engineering
gnment necessary
ot lanes of
oute.

accomplished

torical and

negative

and District

Plan

of this project.

Data for PR-37:

Preliminary Engineering--Field Work	$3,600
P.S. & E. Estimate	1,200
Total	$4,800

Note:

(1) This project is in Congressional District No. 1.
(2) The work under this project is to be accomplished under the same authority for survey as Projects M-6220(1) & M-6270(1). The overall survey will be known as Columbia River Hwy.-S. 6th St. (St. Helens) Section of which 1.15 miles (58%) is on Project M-6220(1), 0.49 mile (24%) is on Project M-6260(1) and 0.36 mile (18%) is on Project M-6270(1).

8775

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1976

In reply refer to: 1041DA.5

SUBJECT: Oregon Project M-6220(-), M-6260(-) & M-6270(-)
St. Helens Truck Route (US 30 to 3rd Street)
Columbia County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's February 27 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

cy Schroeder

8775

March 1, 1976

City of St. Helens
City Hall
St. Helens, OR 97051

Attention: D. A. Linhares
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5581

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Columbia River Highway-Sixth Street (St. Helens) Section of Gable Road, Old Portland Road and Plymouth Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

5775

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 25, 1976

M-6220(-)
M-6260(-)
M-6270(-)

A. PROJECT IDENTIFICATION

Name of Project St. Helens Truck Route (US 30 to 3rd Street) (Section)

Location of Project - Gable Rd., Old Portland Rd., & Plymouth Street (Highway Name) (Highway No., US - ORE)

St. Helens (City) Columbia (County) I (Region)

Program FAU (Funding) $177,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide and designate a serviceable truck route to accommodate the heavy truck traffic between US 30 and the industrial area laong the southerly boundary of the City, and to reduce truck traffic on other routes serving this same area.

Origin and History: The City has recognized the need for a truck route in this area for some time. The City Planning Commission considered the matter on January 24, 1974, and recommended the proposed route to City Council.

The City Council adopted this recommendation on January 20, 1976.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length: Approximately 2 miles

Termini: Easterly terminus: Intersection of Gable Road & US 30
Westerly terminus: Intersection of Plymouth Street & projection of 3rd Street

Alignment (new or existing): Proposed project is on an existing alignment.

CATEGORY
3 PROJECT

~~major~~
non-sig.

Form (2)5-74

Description of Project (co)

Right-of-Way (acreage and type of land use): Existing

Typical Section: Two lanes with paved shoulders proposed. US 30 to Kaster section already meets this standard (12' lanes, 10' shoulders); Kaster to 13th is 11' lanes with gravel shoulders; 13th to 6th is 12' gravel lanes & 5' shoulders; 6th to 3rd is 18' AC pavement without shoulders.

Bikeway: Will be considered.

Structures: Existing concrete bridge 24' wide x 53' long

Additional Facilities: Signing; some drainage improvements; signals proposed for project at Kaster Road & at Plymouth Street; channelization at Kaster.

Access Control:

Materials: AC travel surface & shoulders.

Borrow and Waste Disposal: No significant amounts anticipated.

Special Construction Methods: N/A

Characteristics (ADT): 3676 (April 74) on Old Portland Road between Gable and Kaster and 3000 (1970, with 5% trucks). Plymouth Street section was 500 ADT with 30% trucks (1970). Projections not available.

Other General Information (or Supplemental information to items): Proposed design speeds are 45 and 25 MPH. The project will be completed as funds are made available. There is some question whether presently available funds will be sufficient to cover all items of the proposal.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE):

Three alternative routes, using existing streets were discussed by the City Planning Commission: Route #1 would use Deer Island Road, West Street, 9th Street, Portland Road and Plymouth Street, cutting through the middle of the City from the north. Route #2 would be on 12th Street from West Street to Plymouth Street. Route #3 is the proposed route described above. Routes #1 and #2 were rejected due to high costs, adverse neighborhood affects and adverse alignments. Route #3 has the most readily adaptable alignment at the lowest cost; but does have adverse neighborhood effects along Portland Road and Plymouth Street. One more costly possible alternative alignment for Route #3 would be along part of Umatilla Street (dedicated, but not constructed), in lieu of Plymouth, to avoid bisecting the residential area. Alternatively, the area south of Plymouth should be designated for commercial or industrial use.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,):
The City Planning Commission held a public hearing on the proposed truck route on January 13, 1976. See attached copy of minutes.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type________________________ Tentative Date(s)____________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted________________ Date Received________________

Expected Coordination with Local, State and Federal Agencies: EPA & DEQ on relationship to Frogmore Slough Sewage treatment facility.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation City officials have met with the industries whose access would be improved by the proposal.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization______________

☐ Reconnaissance______________

☐ Field Location______________

☐ Office Location______________

☐ Field Prel. Design______________

☐ Office Prel. Design______________

☐ Final Design______________

☐ Contract Plans______________

FHWA

Status Date

☐ Systems Planning______________

☐ Prel. Engineering______________

☐ Corridor Approval______________

☐ Design Approval______________

☐ Plans, Specifications and Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.):

Topography is somewhat irregular with a general 1% slope toward the Columbia River. Soils are composed largely of weathered basalts and associated fines. Vegetation in the area is sparse. A swampy lowland area lies to the south, extending westward from Frogmore Slough. Milton Creek crosses Portland Road west of Kaster Road. It carries strong runs of cutthroat trout, Steelhead and Coho.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The route passes along the southerly edge of the City, crossing in and out of the City limits several times, due to the irregular geometry of the boundary. Present land use is a rather haphazard mixture of commercial, industrial and residential, including several newly-constructed single-family units. The City Comprehensive plan designates the area south of Milton Creek served by Gable Road and Old Portland Road as light to heavy industrial. The area along the route north of the creek is designated general residential. A heavy industrial area is designated at the east end of Plymouth Street. The proposed truck route designation is not specified in the City Plan. Noise levels along the route, calculated from 1970 ADT and truck data, place the L_{10}=70dBA contour 120' from the existing centerline. Air quality is influenced by industry in the area, as well as by local traffic. Odors typical of pulp and paper operations are released from the nearby Boise Cascade Plant. Frogmore Slough has been converted into a sewage treatment lagoon and receives sanitary wastes from the City as well as industrial wastes from the surrounding plants. The combination of the above factors creates a landscape of relatively low esthetic value.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Existing R/W will be used.

Consequences:

2. Estimated Changes in Traffic Patterns: The improved street will be designated as a truck route. Through truck restrictions will then be possible for other routes serving the same areas.

Consequences: Truck traffic will increase on the designated truck route, and will decrease on restricted alternative routes. There will be corresponding shifts in noise and localized air quality levels, improving conditions slightly in the core areas of the City.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: There will be no direct conversions of new R/W to highway uses, but increases in truck traffic on the route is likely to change land use suitability in the corridor due to increased noise and reduced air quality.

Consequences: Suitability of land for residential uses will decrease and suitability for industrial uses will increase.

4. Expected Adverse Effects on Natural Ecological Resources:

No significant effects.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Recent housing investments are likely to decrease in value, though land values may increase. Scenic values are already minimal.

Consequences: Possible losses to small residential owners in an area which is still zoned residential.

6. Preliminary Identification of Areas of Critical Environmental Concern: Residential area northeast of Kaster Road and south of Plymouth Street

a. traffic
b. noise
c. air quality

7. Potential for Controversial Issues:
Designating truck route through the above residential area.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans It is not anticipated that the proposed project would have significant adverse effects on regional air quality, except as improved access may accelerate industrial expansion.

b. Noise Standards The 1970 L_{10}=70 dBA contour is estimated to be 120' from the existing centerline. Projections are not available. There may be some residences within 100' of the highway at present.

c. Water Quality Standards -- No significant effects anticipated.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	X		
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner	X		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☒ Major Action
- ☐ Significant ☒ Non-Significant

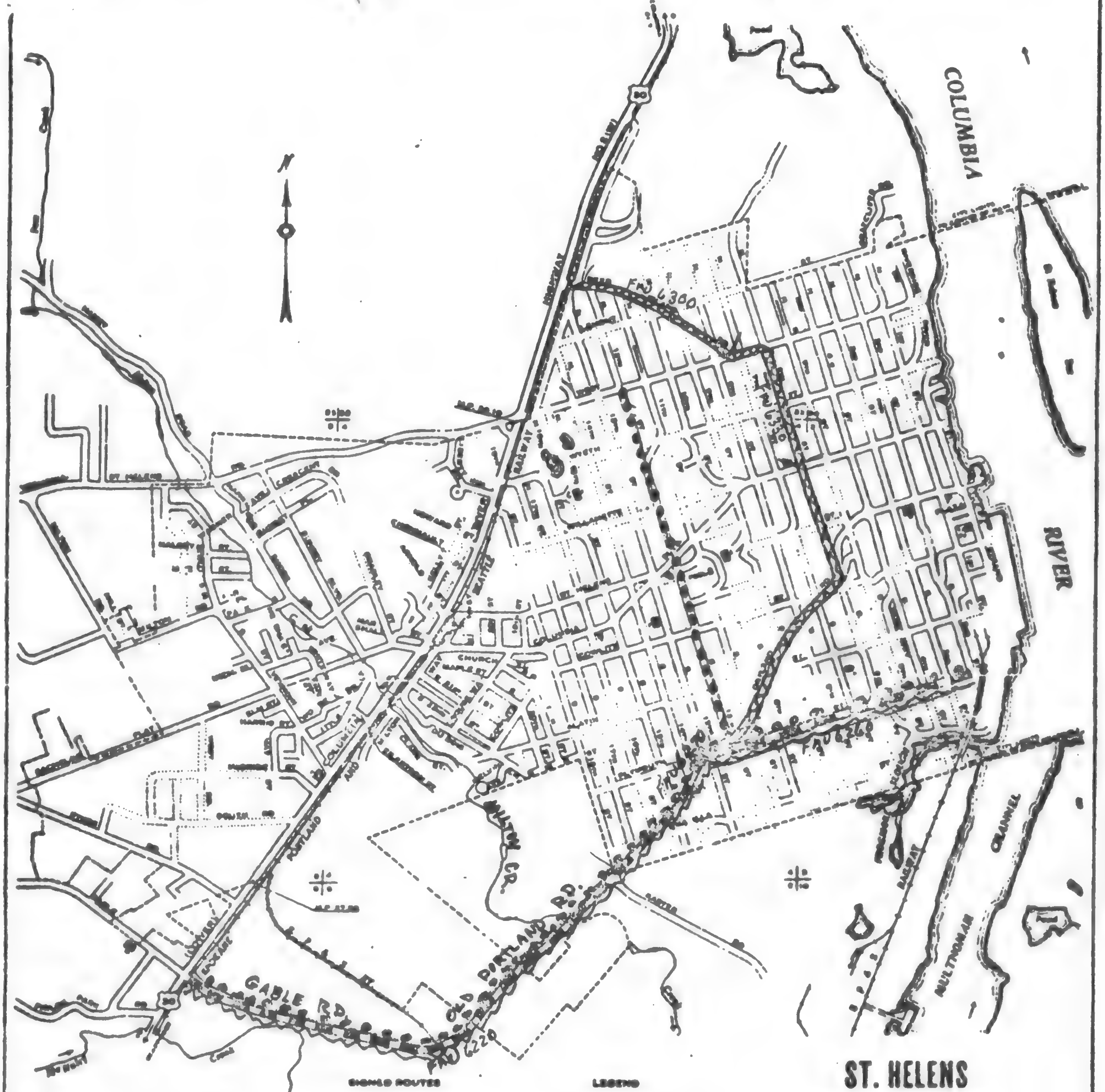
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
*☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________

*This recommendation is based upon Alternative 3 as the alternative to be developed. If significant changes occur, the project will be reassessed at that time.



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
Public Bldg.
School
R.R. Depot
CH - City Hall
CT - Court House
A - Armory
L - Library
Street open for travel
Street dedicated but not open
City Limits

PROPOSED ▬▬▬
ALT # 1 ▨▨▨
ALT # 2 ▬ ▬ ▬

ST. HELENS TRUCK ROUTE

ST. HELENS

COLUMBIA COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

WHITELEY, JACOBSEN & ASSOCIATES
Consulting Engineers
8525 NORTH LOMBARD
PORTLAND, OREGON 97203

January 28, 1976

Craig P. Markham
Oregon State Highway Division
P. O. Box 02157
Portland, OR 97202

Re: St. Helens Truck Route FAUS Project

Dear Mr. Markham:

We have reviewed your draft Environmental Assessment for the subject project transmitted by your letter of January 13. Everything appears to be in order to us. We fully concur with the negative declaration.

The city planning commission held a public hearing on the truck route on January 13. Dan Linhares, City Recorder will send you a copy of the minutes of that hearing. You may want to revise the assessment to reflect this additional information.

Yours truly,

WHITELEY, JACOBSEN & ASSOCIATES

Dean Hergesheimer

Dean Hergesheimer, P.E.
Manager, Portland Office

cc: City of St. Helens

St. Helens, Oregon, Tues., JAN. 20, 1976 - 7:30 P.M

(Linhares)

Common Council met in regular session, present:

Rod Norwood, Mayor
Charles Brownlow, Councilman
Frank Corsiglia, Councilman
Wally McClelland, Councilman
Gayne Moxness, Councilman

comprising a quorum, and,

D. A. Linhares, City Recorder
Harold Olsen, City Attorney
Swep Morton, Supt. of Public Works
Jim Davis, Supt. of Parks
Carl Dentler, Chief of Police
George Shelley, Director of Finance

The invocation was given by Councilman Frank Corsiglia.

Each Council member had received a copy of the minutes of the January 6, 1976 regular council meeting. Corsiglia moved, Brownlow seconded, and the motion carried, that the minutes be approved as recorded.

RESOLUTION NO. 682 - TASK FORCE

Resolution No. 682 of the common council of the city of St. Helens, Oregon creating a task force in establishing a community use facility was presented, read and adopted by the following vote: Ayes - McClelland, Moxness, Corsiglia, Brownlow, and Norwood. Nays - None. The resolution was then approved by the Mayor.

ORDINANCE - SOUTH 1ST STREET LOADING ZONE

An ordinance limiting parking on a portion of the east side of South First Street was placed before the Council for its consideration. The ordinance was then read the first time in full and the second time by title only and tabled for a third reading at the next regular meeting.

BUDGET REPORT

Director of Finance George Shelley distributed copies of the budget report for the first 6 months of thefiscal year and stated that the city expenses and revenue were in good condition.

PLANNING COMMISSION MINUTES

NORTH 14TH STREET PAVING

Upon motion by Corsiglia, seconded by Brownlow, and carried, the recommendation of the Planning Commission to permit Ron Steinke to pave North 14th Street from St. Helens Street to the northern boundary of lot 6, block 112 to a width of 24 feet was approved.

TRUCK ROUTE

Upon motion by McClelland, seconded by Corsiglia, and carried, with Moxness abstaining, the recommendation that the City Council proceed with the proposed truck route was approved.

8775

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: C

February 9, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: St. Helens Area
Columbia County

TO: E. S. Hunter
Deputy State Highway Engineer

Copy TNH 15-3

This is a supplement to my letter of February 3 reporting on highway activity in the vicinity of St. Helens.

One project in the area avoided our knowledge as of the aforementioned letter. The City proposes a truck route from US30 to Third Street utilizing the rights of way along Gable Road, Old Portland Road and Plymouth Street. By Com-ission action of October 28, 1975 the Highway Division is to do the preliminary engineering (only) for this project.

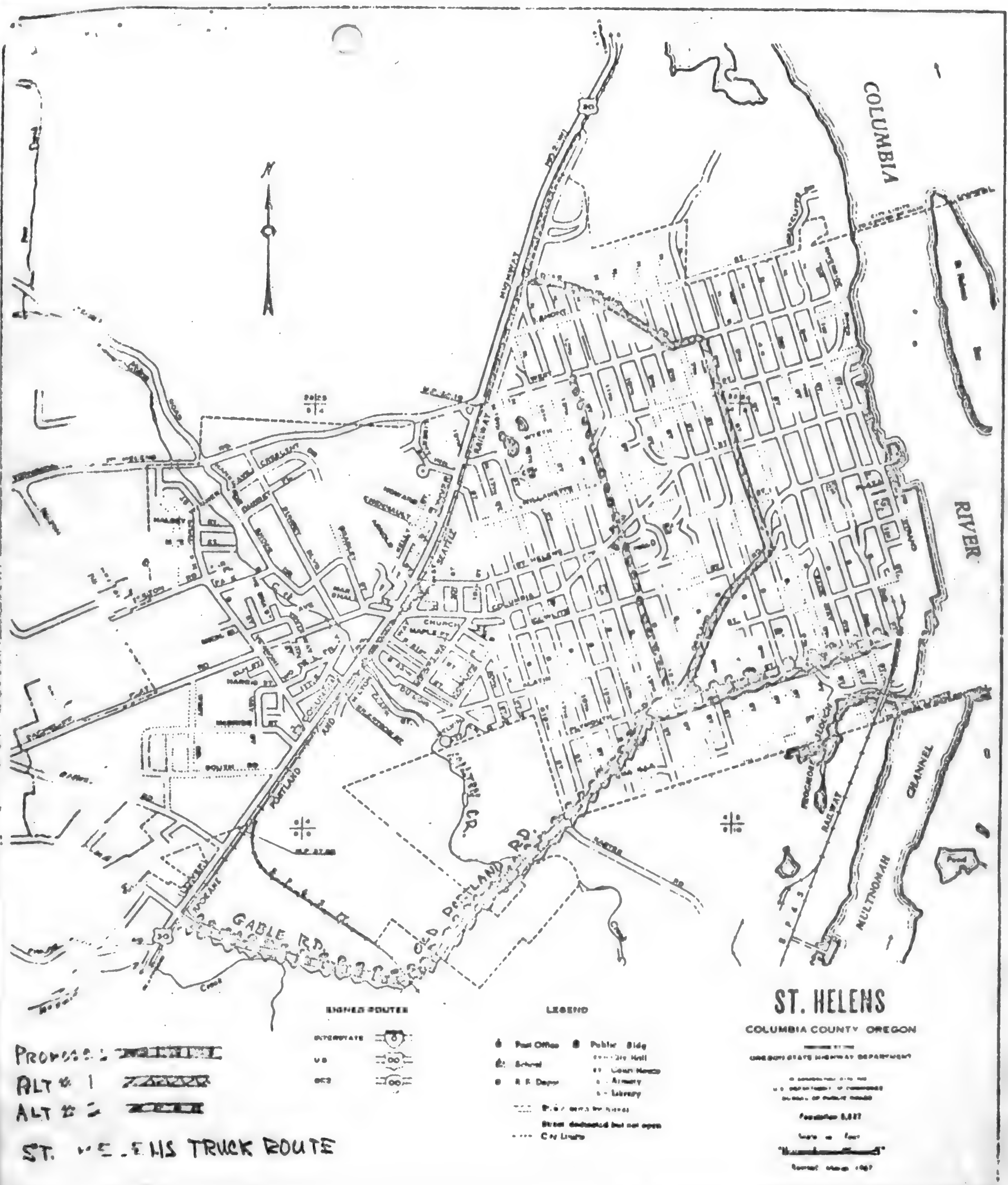
WNH:mc

cc Reconnaissance File
R. E. Royer
E. L. Hardt

RECEIVED
STATE HWY ENGR
FEB 10 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File



ST. HELENS

COLUMBIA COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROPOSAL
ALT # 1
ALT # 2

ST. HELENS TRUCK ROUTE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
February 6, 1976

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: St. Helens Chamber of Commerce Meeting February 12, 1976

TO: E. S. HUNTER
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 6 '76
REFER TO
FOR
Info
Inv
R D
D/R
Sign
Act
File

You have asked for a briefing of Region One's highway activities in the St. Helens area prior to your meeting of February 12.

I have researched the office files and find that back in 1967 Bob Ewen did a windshield type recon of the alignment and cost of a bypass around St. Helens and also reconstruction of the existing route through the city. For your information I have attached a copy of an April 25, 1967 memo on this by Mr. Ewen, together with a bed sheet type map showing the different alternatives. The map is the original out of our files and I would appreciate getting it back. After April of 1967 I find no more correspondence in our files regarding the highway in St. Helens. Apparently at this time the emphasis shifted first to the Scappoose area and then when that ran into problems to the Warren unit which has now led to the current activity on the Warren Section, which is right of way acquisition.

During my two years here, my only involvement with highway work in St. Helens has been a meeting in June of 1975 with a local transportation committee chaired by Mr. J. G. Tusten. This committee was trying to get work going again on highway improvements in St. Helens and in order to aid them I dug up from the highway files maps of the St. Helens area and an aerial photograph and a O/D study which we had done earlier in St. Helens. I sent them this data and offered it in further assistance. To date I have not heard from them, and it may be that your meeting on the 12th is an offshoot of their work.

On an operating level there is a local womens safety group in St. Helens which corresponds regularly with our office and Bill Geibel's office and we have been working with them on such things as signing for the county hospital, a Title II project for left turn lanes on the Lower Columbia River Highway, a proposal for taking off parking in St. Helens to provide room for a left turning lane, and so forth.

St. Helens has an urban system project using their own urban funds for a truck route. This project has been stalled for several months while the city decided whether they wanted to have a consultant do the design work, and we went so far as to give them a rough draft consultants agreement. Somewhere along the line they decided that they did not want the consultant doing the design and they now decided that they want us to do it. We recently met with the City Council and explained our preliminary engineering methods and they have, just within the last week or so, sent us an agreement for P.E. for that work. Hopefully once the work is programmed we can get some actual field work done on the project.

The above is this office's extent of knowledge of highway matters in the St. Helens area.

ELH/lms
Attachment

OREGON DEPARTMENT OF TRANSPORTATION
Planning Section
Plan Development Branch

An origin-destination (O-D) survey was conducted in the City of St. Helens in August of 1971, in order to comply with TOPICS program requirements. This work resulted in publication of a Preliminary Report of Factual Data, December 1972 (copy attached).

Although the Introduction in the Factual Data report states that a general plan for highway and street improvements would be forthcoming, the work was not completed. This was because of a change in Federal TOPICS program requirements and because of the lack of local interest in completing the work. No transportation planning work has been done in the city by ODOT since the Factual Data Report.

Table 1 shows traffic information from the Factual Data Report and from Traffic Volume Tables for 1974 (the latest available).

Map 1 shows that at the time of the O-D survey certain sections of Highway 30 were experiencing traffic slightly in excess of Level C, the generally adopted level for the design of urban streets. The map shows the sections experiencing Level D traffic. It should be noted that the O-D work was done in the month of August, 1971 which is usually a peak month for traffic in Oregon. Thus the conditions depicted are probably the worst for the year; certainly not the average.

This observation is substantiated by Map 2 which shows that only one section was into the Level D category for 1974 Average Daily Traffic (ADT).

Based on the above traffic information, it would appear that some type of improvement to Highway 30 should be considered to accommodate further increases in traffic. However, the present traffic does not appear to have reached an urgent situation, according to generally accepted urban standards and in comparison to other needs throughout the state.

Due to work load limitations, the Planning Section does not have available future year traffic forecasts for the area. To make such forecasts would require additional analysis and would be best done in conjunction with local officials supplying growth information for population and employment.

William L. Cranford
2-5-76

TABLE 1

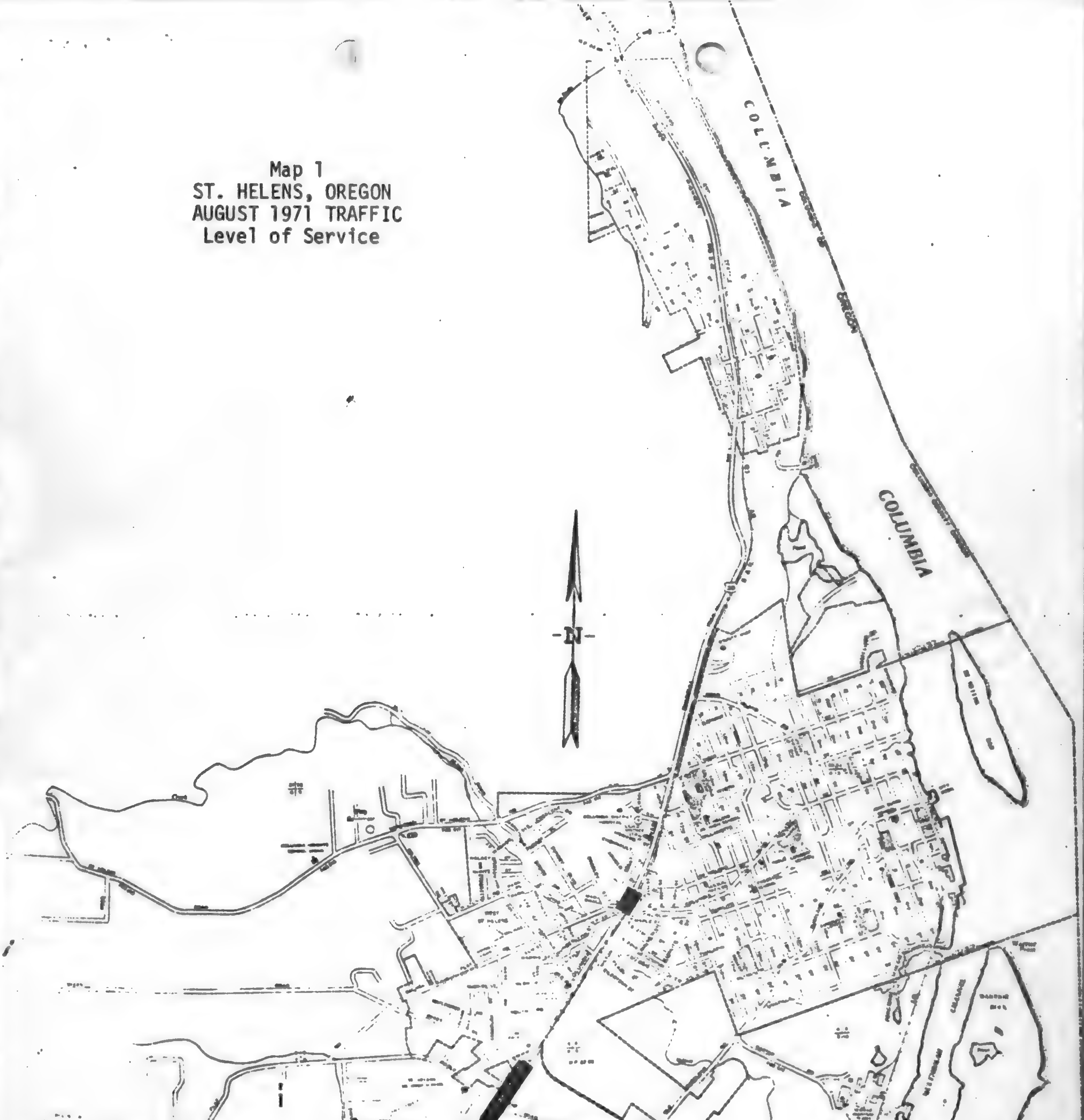
COLUMBIA RIVER HIGHWAY (ORE30)

Location	(M.P.)	Service Level "C" Capacity	1971 Daily Traffic (August) 1/	Aug. '71 Service Level If Over "C"	1974 ADT 2/	1974 Service Level If Over "C"
Just north of Millard Road	(26.96)	10,000	8,950		8,400	
Just north of Gable Road	(27.70)	10,000	10,250	D	10,500	D
Just north of Columbia Blvd.	(28.57)	11,000	11,600	D	10,500	
Just north of Deer Island Road	(29.42)	10,800	8,000		7,000	
At South City Limits of Columbia City	(30.46)	19,000	7,350		6,200	
At North City Limits of Columbia City	(32.00)	8,400	6,450		5,200	

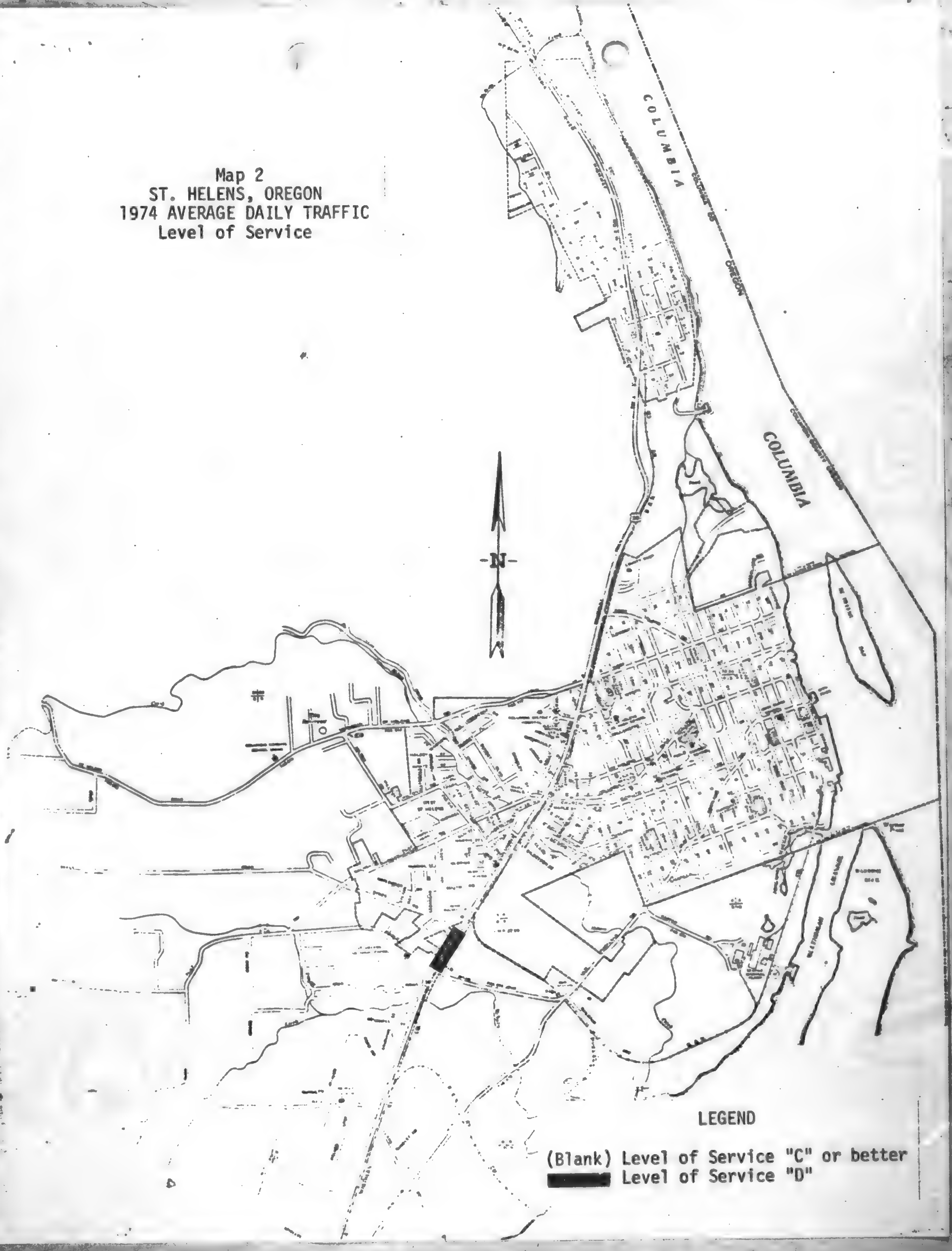
1/ "Preliminary Report of Factual Data", December 1972.

2/ "Traffic Volume Tables for 1974", June 1975.

Map 1
ST. HELENS, OREGON
AUGUST 1971 TRAFFIC
Level of Service



Map 2
ST. HELENS, OREGON
1974 AVERAGE DAILY TRAFFIC
Level of Service



LEGEND

(Blank) Level of Service "C" or better
▬ Level of Service "D"

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 3, 1976

FROM: Mr. Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: St. Helens Section
Lower Columbia River Highway
Columbia County

TO: Mr. E.S. Hunter
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 4 '76
REFER TO
FOR
Info
Inv
R.D.
D/R
Sign
Act
File

The following data has been compiled for your information prior to a meeting with a delegation from St. Helens on February 12 at 1:00 pm in the small conference room.

Present Conditions

On the attached map is indicated the 1974 average daily traffic, the existing roadway widths, and year of the last improvement project.

The attached Five-year Accident Rate compilation has been lifted from the Traffic Accident Rate Book which is published annually by the Highway Division.

Past Highway Improvement contracts (15-year period) amounted to a total of $110,000 expended for signals, signing and lighting and a three-mile paving project. Not included are monies expended by our maintenance forces for widening, overlays, et cetera.

Future Considerations

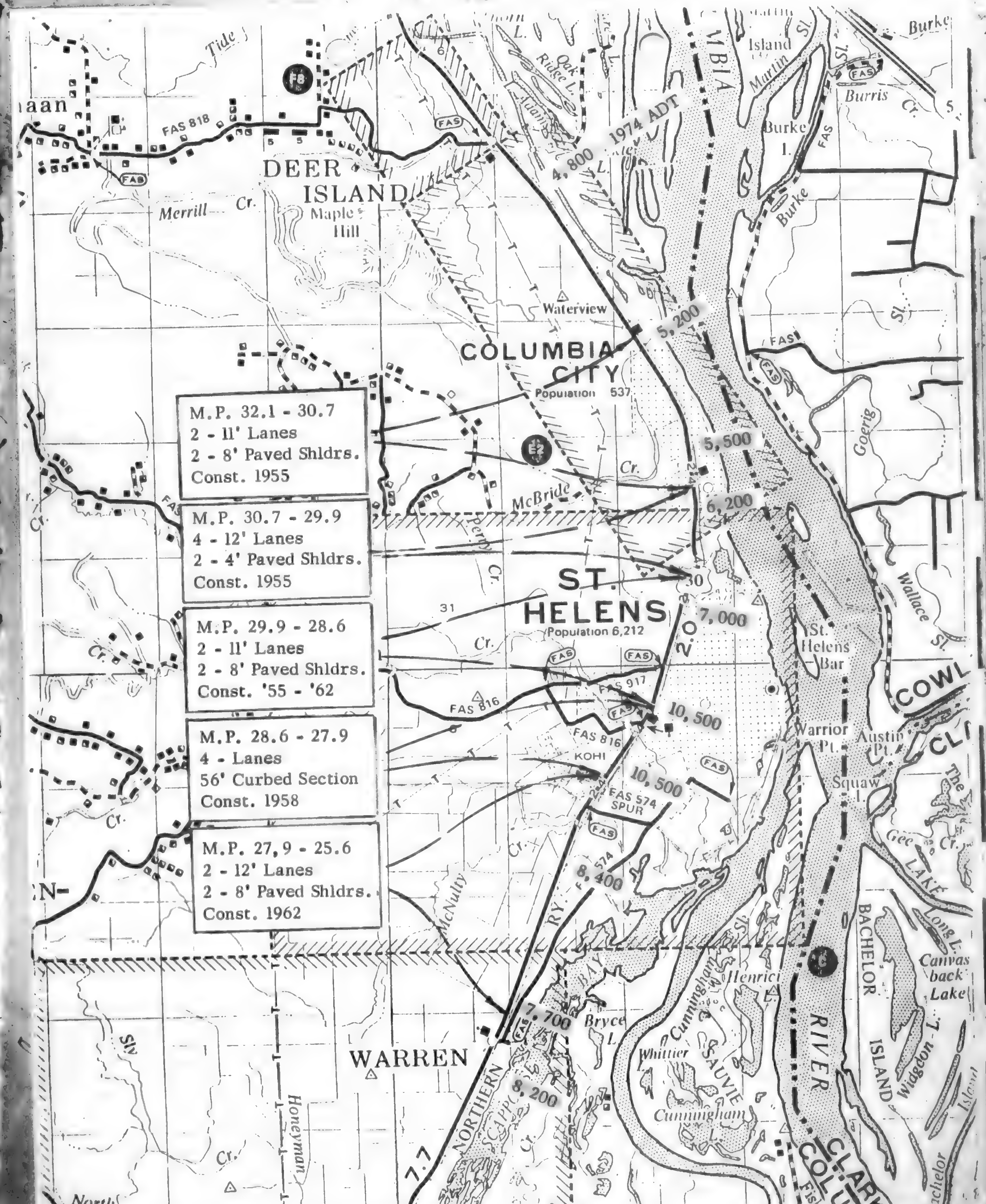
The Highway Division has no Highway Improvement project plans for the Columbia River Highway in the immediate vicinity of St. Helens. The Warren-Scappoose Section is included in the Six-year Construction Program for construction with Priority Primary Funds, fiscal year 1976.

A Comprehensive Plan prepared for Columbia County, Oregon in November 1969 indicates future routing for the Lower Columbia River Highway bypassing Scappoose on the east and St. Helens and Columbia City on the west. With the exception of the Scappoose study that includes a portion of this comprehensive plan, no

Highway Division study has been made for a route as represented in the County's booklet. (Map and plan cover attached.)

Two structures are being replaced over Milton Creek near St. Helens on FAS No. 816. Although the contract was processed by the Highway Division, construction is under the direction of a consulting engineering firm. A railroad crossing protection facility on North 17th Street in St. Helens and installation of warning and regulatory signs at various locations by County forces are considerations of the Safer Roads Demonstration Program. The Location Section is not directly involved with these three activities.

VB:jp
cc Reconnaissance Files
   Ed Hardt
   R.E. Royer



M.P. 32.1 - 30.7
2 - 11' Lanes
2 - 8' Paved Shldrs.
Const. 1955

M.P. 30.7 - 29.9
4 - 12' Lanes
2 - 4' Paved Shldrs.
Const. 1955

M.P. 29.9 - 28.6
2 - 11' Lanes
2 - 8' Paved Shldrs.
Const. '55 - '62

M.P. 28.6 - 27.9
4 - Lanes
56' Curbed Section
Const. 1958

M.P. 27,9 - 25.6
2 - 12' Lanes
2 - 8' Paved Shldrs.
Const. 1962

FIVE-YEAR ACCIDENT RATES

	1974 Accidents	Accidents/Million Vehicle Miles 1974	1973	1972	1971	1970
Columbia City-NCL St.Helens MP 30.46 - 29.10 = 1.36 miles	6	1.67	1.39	3.96	3.55	2.54
NCL St.Helens-Columbia Blvd MP 29.10 - 28.56 = 0.54 miles	5	2.94	4.71	5.39	7.47	8.31
Columbia Blvd-SCL St.Helens MP 28.56 - 27.94 = 0.62 miles	17	6.92	2.44	5.64	10.32	9.01
SCL St.Helens-Warren MP 27.94 - 25.58 = 2.36 miles	23	3.08	2.68	2.18	3.33	3.23
Total Accidents	51	[illegible]	39	51	69	59
Averages		3.35	2.56	3.56	5.00	4.52

1974 Urban Primary Highway Averages = 5.74

1974 Suburban Primary Highway Averages = 2.82

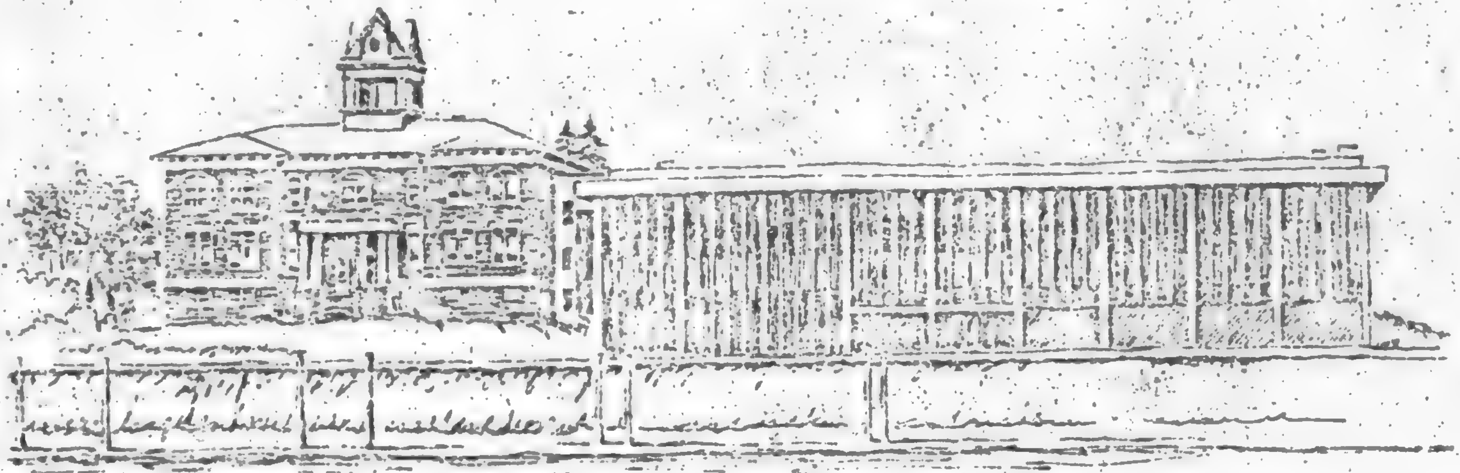
2/3/76

Columbia
County

PLANNING LIBRARY

PLANNING FOR ▭

COLUMBIA COUNTY OREGON



A COMPILATION OF

▭ OBJECTIVES

▭ POLICIES

▭ PLANS

ESTABLISHING A COUNTY-WIDE

COMPREHENSIVE PLAN

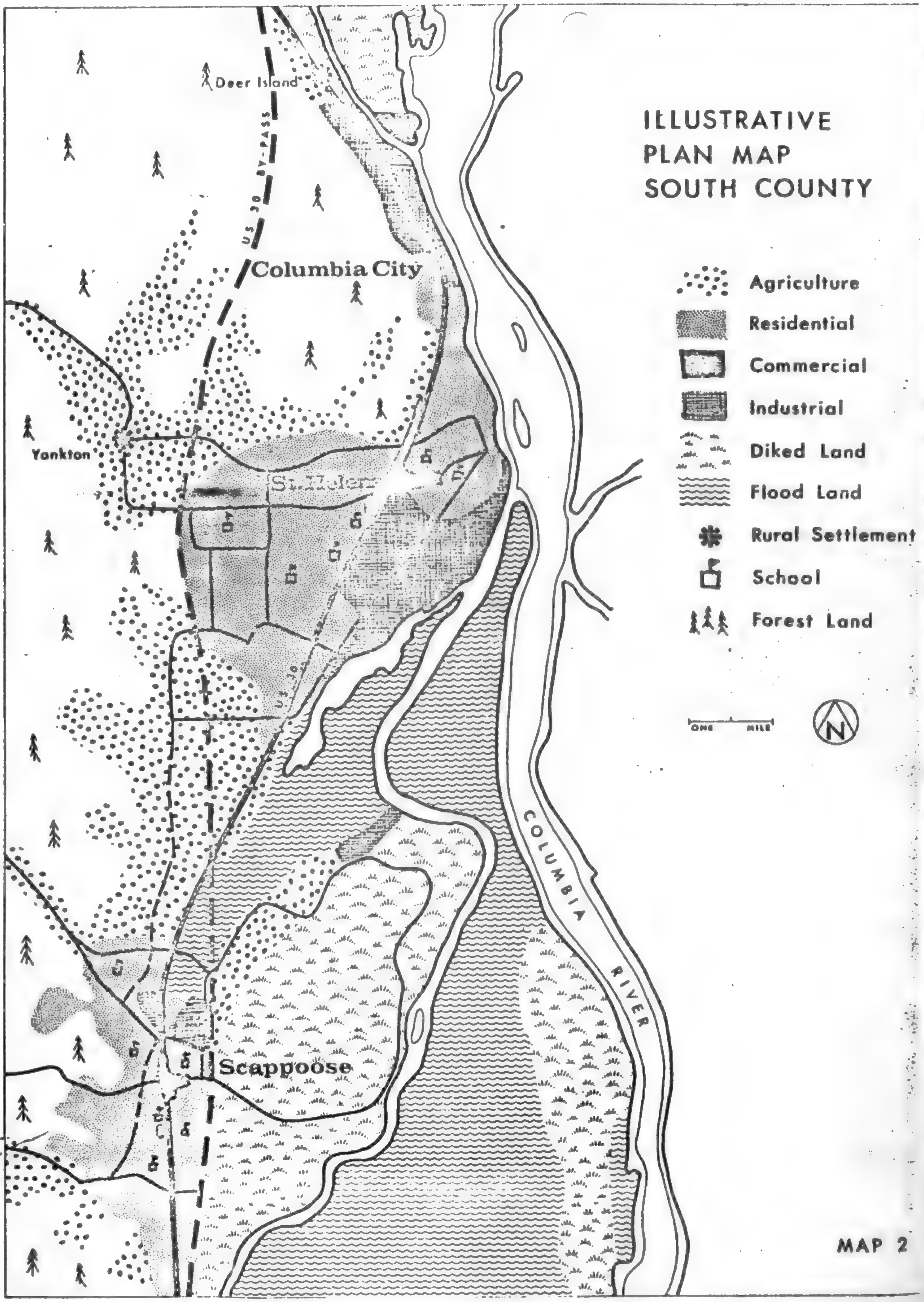
PLANNING FOR COLUMBIA COUNTY, OREGON

A Compilation of Objectives, Policies, and Plans Establishing a County-wide Comprehensive Plan

Prepared for the

COLUMBIA COUNTY PLANNING COMMISSION

November 1969


ILLUSTRATIVE
PLAN MAP
SOUTH COUNTY
Agriculture
Residential
Commercial
Industrial
Diked Land
Flood Land
Rural Settlement
School
Forest Land
ONE MILE
N
Deer Island
U.S. 30 BY-PASS
Columbia City
Yankton
St. Helens
U.S. 30
Scappoose
COLUMBIA RIVER

MAP 2

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 25, 1967

SUBJECT:
St. Helens-Mult. Co. Line Section
Lower Columbia River Highway
5-1491

To:
Memo to the File

A preliminary reconnaissance survey has been performed in the St. Helens area which includes a by-pass line and the widening of the existing facility. Attached herewith is a recon map of each line. These have been visually checked in the field with respect to location of buildings, residences and major improvements. On the by-pass line, the only major improvements involved of which would require special attention would be the quarries, the Ready Mix Concrete Company and a power substation located near the northerly end of the by-pass line.

Concerning the by-pass line, we have performed a rough reconnaissance estimate which is itemized as follows:

Grading	$165,000
Paving	1,300,000
Drainage	88,000
Structures	300,000
Subtotal	1,853,000
30% Engr. & Contin.	547,000
Total Construction	$2,400,000

(5.3 miles at $453,000 per mile)

This by-pass estimate is based upon grade crossings only and at locations circled on the attached map.

Concerning the widening of the St. Helens section, we have estimated a complete four-lane, 16-foot median section clear through from north to south, with curb sections to be utilized from McNulty Creek north and standard roadbed section from McNulty Creek south. Our recon construction Estimate shows amounts as follows:

Grading	$ 127,000
Paving	1,350,000
Drainage	150,000
Structures	300,000
Subtotal	1,927,000
30% Engr. & Contin.	573,000
Total Construction	$2,500,000

(5.2 miles at $481,000 per mile)

It appears that a detailed area map would be required in order to prepare a better feasibility study of these routes. However, pending any further consideration from our Division Office this survey will continue as a widening project up to the south city limits of St. Helens. Please return recon maps to this office for files.

R. T. Ewen
Resident Locating Engineer

RTE:fb
Attach.
cc L. W. Rulien
Dan Gano
Malcolm E. McLean

K

1971 ORIGIN–DESTINATION STUDY
for
ST. HELENS, OREGON

PRELIMINARY REPORT OF FACTUAL DATA

Prepared by
Oregon State Highway Division
in cooperation with
City of St. Helens
U. S. Department of Transportation
Federal Highway Administration
and
Department of Housing and Urban Development

December, 1972

TABLE OF CONTENTS

Page

Introduction 3

1971 Street Characteristics and Traffic Volumes 4

Traffic Counts at Selected Intersections 9

Origin-Destination Trip Tables 19

INTRODUCTION

In August 1971, the Oregon State Highway Division made an Origin-Destination Study in St. Helens. The purpose of this study was to gather information about local travel patterns for use in developing a future highway and street plan for St. Helens.

The information gathered in the study is being evaluated. The results of this evaluation will be printed in a forthcoming report entitled "1990 General Plan of Highway and Street Improvements for St. Helens, Oregon.

This report entitled "Preliminary Report of Factual Data" is a summary of all data collected in 1971. It presents street inventory data and traffic flow information in a form useable to the City. It is published in advance of the final report to permit the use of the information while the street and highway plan is being developed.

1971 STREET CHARACTERISTICS AND TRAFFIC VOLUMES

The information provided in this section describes the physical condition of each major street in St. Helens. A street inventory was made to collect pavement width, curb and parking conditions, the number of travel lanes and the average operating speeds. Traffic counts were made on all of the major streets and reflect average weekday conditions for August 1971.

Capacity calculations were made for all major streets according to procedures outlined in the Highway Research Board Capacity Manual SR-87, Level of Service 'C' was the capacity level selected bacause it represents the degree of congestion generally acceptable in urban areas the size of St. Helens.

A definition of Level of Service 'C' from the Highway Research Board Manual is reprinted here as an aid to the reader in understanding the driving conditions involved.

> "Level of Service 'C' is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained with service volumes perhaps suitable for urban design practice."

Capacity and all other street data collected are shown on the following pages.

EXISTING STREET DATA

Street	Section	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)	Par
1. Bachelor Flat Rd.	Hwy. 30 to Sunset Blvd.	0.11	46	2	20	Yes		Pa
	Sunset Blvd. to Vernonia Rd.	0.20	37	2	16	Yes		Par
	Vernonia Rd. to 0.26 mi. W. of Vernonia Rd.	0.26	24	2	42	Lt.Only		No
	0.26 mi. W. of Vernonia Rd. to Sykes Rd.	0.32	24	2	42	Lt.Only	5-Rt.	No
	Sykes Rd. to Saulser Rd.	1.70	20	2	36	No		No
2. Columbia Blvd.	Hwy. 30 to 18th St.(EB)	0.24	46	2	14	Yes		Par
(One-Way EB)	18th St. to 13th St. (EB)	0.27	56	2	24	Yes		Par.
(Resume Two-Way)	13th St. to 9th St.	0.18	54	2	28	Yes		Par.B
	9th St. to 8th St.	0.06	40	2	29	Yes		Non
3. Deer Island Rd.	Hwy. 30 to 11th St.	0.11	24	2	15	No	2	Non
	11th St. to West St.	0.27	24	2	26	No	2	Non
4. "E" St. (Columbia City)	Hwy. 30 to 2nd St.	0.07	20	2	14	No		Non
5. Gable Rd.	Old Portland Rd. to B & N Railroad	0.53	20	2	28	No		Non
	B & N Railroad to Hwy. 30	0.02	20	2	15	No		Non
	Hwy. 30 to 0.05 mi. W. of Hwy. 30	0.05	20	2	30	No		Non
	0.05 mi. W. of Hwy. 30 to Bachelor Flat Rd.	0.62	20	2	30	No		Non
6. "L" St. (Columbia City)	Hwy. 30 to 2nd St.	0.18	18	2	19	No	4	Non

*Parking Symbols: None - no parking; Par. B - parallel both sides; Par. Rt. - Parallel right side; Par. Lt. - parallel left side; Diag. B - diagonal both sides; Diag. Rt. - diagonal right side; Diag. Lt. - diagonal left side.

EXISTING STREET DATA

	Length (Miles)	*Pvm't. Width (Ft.)*	*Travel Lanes*	*Average Operating Speed (MPH)*	*Curbs*	*Gravel Shoulder (Ft.)*	*Parking**	*Existing Capacity*	*1971 Daily Traffic (August)*
Sunset Blvd.	0.11	46	2	20	Yes		Par.B.	9,000	4,300
to Vernonia Rd.	0.20	37	2	16	Yes		Par.B.	4,200	3,300
d. to 0.26 mi. W. a Rd.	0.26	24	2	42	Lt.Only		None	3,000	2,600
of Vernonia Rd. to Sykes Rd.	0.32	24	2	42	Lt.Only	5-Rt.	None	4,300	2,450
Saulser Rd.	1.70	20	2	36	No		None	3,300	1,300
8th St.(EB)	0.24	46	2	14	Yes		Par.B.	9,400	6,850
3th St. (EB)	0.27	56	2	24	Yes		Par.B.	9,400	6,350
th St.	0.18	54	2	28	Yes		Par.B.	13,300	9,200
St.	0.06	40	2	29	Yes		None	10,200	8,450
1th St.	0.11	24	2	15	No	2	None	3,600	2,050
est St.	0.27	24	2	26	No	2	None	3,600	1,400
2nd St.	0.07	20	2	14	No		None	3,000	800
Rd. to B & N Railroad	0.53	20	2	28	No		None	3,600	2,000
ad to Hwy. 30	0.02	20	2	15	No		None	1,700	1,800
.05 mi. W. of Hwy. 30	0.05	20	2	30	No		None	1,200	1,200
Hwy. 30 to at Rd.	0.62	20	2	30	No		None	2,000	1,500
nd St.	0.18	18	2	19	No	4	None	1,500	450

g; Par. B - parallel both sides; Par. Rt. - Parallel right side; Par. Lt. - parallel left side;
both sides; Diag. Rt. - diagonal right side; Diag. Lt. - diagonal left side.

EXISTING STREET DATA (Continued)

Street	*Section*	*Length (Miles)*	*Pvm't. Width (Ft.)*	*Travel Lanes*	*Average Operating Speed (MPH)*	*Curbs*	*Gravel Shoulder (Ft.)*	*Parking**
7. Lower Columbia River	0.11 mi. S. of Bennett Rd. to Park Rd.	1.80	40	2	49	No	2	None
Hwy. (Hwy. 30)	Park Rd. to 0.05 mi. N. of Sykes Rd.	0.35	40	2	43	No	2	None
	0.05 mi. N. of Sykes Rd. to Eilertson St.	0.41	51	4	40	Lt.Only	4-Rt.	Par.Lt.
	Eilertson St. to Columbia Blvd.	0.19	50	4	27	Yes		Par.Lt.
	Columbia Blvd. to St. Helens St.	0.11	46	3	26	Lt.Only	8-Rt.	Par.Lt.
	St. Helens St. to 0.10 mi. N. of St. Helens St.	0.10	40	2	33	No	2	None
	0.10 mi. N. of St. Helens St. to Deer Island Rd.	0.63	40	2	45	No	2	None
	Deer Island Rd. to North City Limits	0.23	40	2	52	No	2	
	North City Limits to begin 4 lanes	0.23	34	2	52	No	5	
	Begin 4 lanes to "J" St. (Columbia City)	0.76	56	4	50	No		None
	"J" St. to N. City Limits (Columbia City)	1.35	32	2	40	No		None
	N. City Limits to 0.34 mi. N. of City Limits	0.34	54	2	58	No		None
	0.34 mi. N. of N. City Limits to Study Bndy.	0.73	24	2	58	No		None
8. Milton Rd.	Vernonia-St. Helens Rd. to MacArthur St.	0.58	18	2	26	No	2	None
9. Old Portland Rd.	S. Study Bndy. to Gable Rd.	2.07	20	2	41	No	2	None
	Gable Rd. to Milton Cr.	0.39	20	2	35	No	4	None
	Milton Cr. to 18th St.	0.10	20	2	35	No	4	None
	18th St. to 7th St.	0.74	22	2	25	No	1	None
	7th St. to 4th St.	0.20	26	2	29	No	1	None
10. Saulser Rd.	Sykes Rd. to Bachelor Flat Rd.	0.47	18	2	33	No		None
11. St. Helens St.	13th St. to 18th St. (WB)	0.25	57	2	24	Yes		Par.B.
(One-Way WB)	18th St. to Hwy. 30 (WB)	0.17	50	2	19	Yes		Par.B.
(Two-Way)	1st St. to 2nd St.	0.05	70	2	19	Yes		Diag.B.
	2nd St. to 4th St.	0.10	70	2	19	Yes		Par.Lt. Diag.Rt.

EXISTING STREET DATA (Continued)

	Length (Miles)	*Pvm't. Width (Ft.)*	*Travel Lanes*	*Average Operating Speed (MPH)*	*Curbs*	*Gravel Shoulder (Ft.)*	*Parking**	*Existing Capacity*	*1971 Daily Traffic (August)*
. of Bennett Rd. to Park Rd.	1.80	40	2	49	No	2	None	10,000	8,950
to 0.05 mi. N. of Sykes Rd.	0.35	40	2	43	No	2	None	10,000	10,250
N. of Sykes Rd. to Eilertson St.	0.41	51	4	40	Lt.Only	4-Rt.	Par.Lt.	17,000	10,400
St. to Columbia Blvd.	0.19	50	4	27	Yes		Par.Lt.	13,600	11,050
Blvd. to St. Helens St.	0.11	46	3	26	Lt.Only	8-Rt.	Par.Lt.	~~[illegible]~~ 11,000	11,600
St. to 0.10 mi. N. of ns St.	0.10	40	2	33	No	2	None	10,000	8,050
. of St. Helens St. Island Rd.	0.63	40	2	45	No	2	None	8,800	8,250
nd Rd. to North City Limits	0.23	40	2	52	No	2		10,800	8,000
y Limits to begin 4 lanes	0.23	34	2	52	No	5		14,000	8,000
anes to "J" St. (Columbia City)	0.76	56	4	50	No		None	19,000	7,350
N. City Limits (Columbia City)	1.35	32	2	40	No		None	8,400	6,450
imits to 0.34 mi. N. of nits	0.34	54	2	58	No		None	16,000	5,700
N. of N. City Limits to ndy.	0.73	24	2	58	No		None	13,600	5,700
-St. Helens Rd. to MacArthur St.	0.58	18	2	26	No	2	None	3,000	1,500
Bndy. to Gable Rd.	2.07	20	2	41	No	2	None	3,400	1,800
. to Milton Cr.	0.39	20	2	35	No	4	None	6,100	3,050
r. to 18th St.	0.10	20	2	35	No	4	None	4,400	3,050
to 7th St.	0.74	22	2	25	No	1	None	6,500	2,500
o 4th St.	0.20	26	2	29	No	1	None	5,000	2,100
d. to Bachelor Flat Rd.	0.47	18	2	33	No		None	3,000	1,200
to 18th St. (WB)	0.25	57	2	24	Yes		Par.B.	7,100	5,650
. to Hwy. 30 (WB)	0.17	50	2	19	Yes		Par.B.	8,100	5,850
to 2nd St.	0.05	70	2	19	Yes		Diag.B.	4,700	1,300
to 4th St.	0.10	70	2	19	Yes		Par.Lt. Diag.Rt.	5,000	1,300

EXISTING STREET DATA (Continued)

Street	Section	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)	Parkin
12. Sunset Blvd.	Bachelor Flat Rd. to Shore Dr.	0.09	50	2	25	Yes		Par.B
	Shore Dr. to Sunset Pl.	0.25	25	2	25	Lt.Only		Par.Lt
	Sunset Pl. to Vernonia-St. Helens Rd.	0.10	36	2	25	Yes		Par.B
13. Sykes Rd.	Hwy. 30 to Saulser Rd.	2.04	18	2	33	No		None
14. Vernonia-St. Helens Rd.	Hwy. 30 to Liberty Inn Rd.	0.13	20	2	37	No	4	None
	Liberty Inn Rd. to Sunset Blvd.	0.41	20	2	37	No	4	None
	Sunset Blvd. to Milton Rd.	0.48	20	2	35	No	2	None
	Milton Rd. to Kappler Rd.	1.03	20	2	39	No	2	None
	Kappler Rd. to Study Boundary	0.47	20	2	39	No	2	None
15. S. Vernonia Rd.	Hwy. 30 to Harris St.	0.12	24	2	21	No		None
	Harris St. to Bachelor Flat Rd.	0.10	24	2	21	No		None
	Bachelor Flat Rd. to MacArthur St.	0.20	44	2	22	Yes		Par.B
16. West St.	6th St. to Deer Is. Rd.	0.06	42	2	16	Lt.Only		Par.Lt
	Deer Is. Rd. to 11th St.	0.18	18	2	11	No	2	None
17. Willamette St.	1st St. to 4th St.	0.15	64	2	24	Yes		Par.B
	4th St. to 7th St.	0.15	60	2	27	Yes		Par.B
	7th St. to 8th St.	0.05	36	2	26	Yes		Par.Lt
18. 1st St.	Willamette St. to St. Helens St.	0.12	27	2	27	Lt.Only		Par.Lt
	St. Helens St. to Cowlitz St.	0.13	54	2	19	Yes		Par.Lt Diag.
19. 2nd St. (Columbia City)	"E" St. to "L" St.	0.45	24	2	23	No		None
20. 4th St.	Willamette St. to St. Helens St.	0.13	22	2	17	No	12	None

EXISTING STREET DATA (Continued)

	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)	Parking*	Existing Capacity	1971 Daily Traffic (August)
at Rd. to Shore Dr.	0.09	50	2	25	Yes		Par.B.	4,000	1,300
Sunset Pl.	0.25	25	2	25	Lt.Only		Par.Lt.	4,000	900
Vernonia-St. Helens Rd.	0.10	36	2	25	Yes		Par.B.	3,000	500
Saulser Rd.	2.04	18	2	33	No		None	3,000	800
Liberty Inn Rd.	0.13	20	2	37	No	4	None	2,500	1,100
Rd. to Sunset Blvd.	0.41	20	2	37	No	4	None	6,000	1,100
to Milton Rd.	0.48	20	2	35	No	2	None	5,000	1,050
to Kappler Rd.	1.03	20	2	39	No	2	None	6,400	1,500
to Study Boundary	0.47	20	2	39	No	2	None	6,400	1,000
Harris St.	0.12	24	2	21	No		None	3,800	1,550
to Bachelor Flat Rd.	0.10	24	2	21	No		None	2,500	1,550
lat Rd. to MacArthur St.	0.20	44	2	22	Yes		Par.B.	3,300	2,300
Deer Is. Rd.	0.06	42	2	16	Lt.Only		Par.Lt.	6,600	2,600
d. to 11th St.	0.18	18	2	11	No	2	None	4,000	850
4th St.	0.15	64	2	24	Yes		Par.B.	7,600	6,750
7th St.	0.15	60	2	27	Yes		Par.B.	9,200	6,450
8th St.	0.05	36	2	26	Yes		Par.Lt.	10,200	6,550
St. to St. Helens St.	0.12	27	2	27	Lt.Only		Par.Lt.	7,800	6,850
s St. to Cowlitz St.	0.13	54	2	19	Yes		Par.Lt. Diag.Rt.	7,700	4,000
o "L" St.	0.45	24	2	23	No		None	5,400	350
te St. to St. Helens St.	0.13	22	2	17	No	12	None	2,600	1,100

EXISTING STREET DATA (Continued)

Street	Section	Length (Miles)	Pvm't. Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Curbs	Gravel Shoulder (Ft.)
21. 6th St.	Willamette St. to Wyeth St.	0.13	22	2	23	No	16-Rt.
	Wyeth St. to West St.	0.12	42	2	23	Lt.Only	20-Rt.
22. 11th St.	Deer Island Rd. to begin grade separation	0.12	24	2	19	No	5-Lt. 14-Rt.
	Begin grade separation to West St.	0.08	30	2	19	No	14-Lt. 1-Rt.
	West St. to 12th St.	0.12	30	2		No	1
23. 12th St.	11th St. to Columbia Blvd.	0.26	24	2	12	No	2
	Columbia Blvd. to Cowlitz St.	0.16	50	2	22	Yes	
	Cowlitz St. to Old Portland Rd.	0.23	22	2	22	No	
24. 18th St.	St. Helens St. to Columbia Blvd.	0.07	48	2	6	Yes	
	Columbia Blvd. to Tualatin St.	0.19	32	2	20	Rt.Only	
	Tualatin St. to Old Portland Rd.	0.30	24	2	20	No	
	Old Portland Rd. to End of S. 18th St.	0.34	20	2	27	No	

EXISTING STREET DATA (Continued)

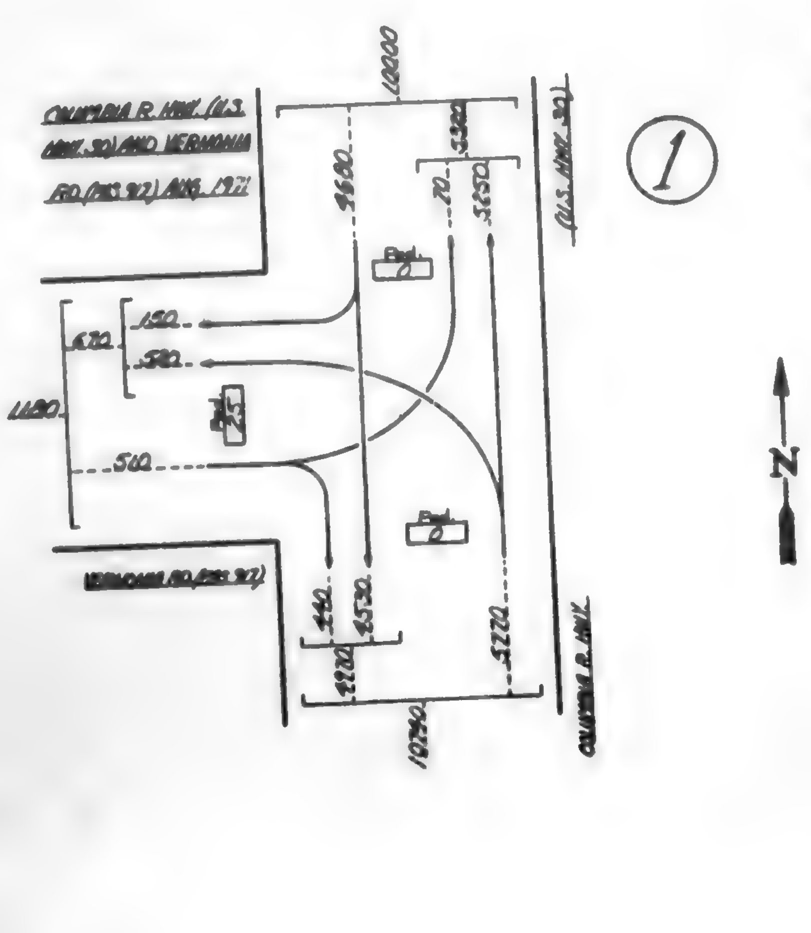
on	*Length (Miles)*	*Pvm't. Width (Ft.)*	*Travel Lanes*	*Average Operating Speed (MPH)*	*Curbs*	*Gravel Shoulder (Ft.)*	*Parking**	*Existing Capacity*	*1971 Daily Traffic (August)*
ette St. to Wyeth St.	0.13	22	2	23	No	16-Rt.	None	3,600	1,400
St. to West St.	0.12	42	2	23	Lt.Only	20-Rt.	Par.Lt.	4,200	1,400
sland Rd. to begin grade separation	0.12	24	2	19	No	5-Lt. 14-Rt.	None	4,200	900
grade separation to West St.	0.08	30	2	19	No	14-Lt. 1-Rt.	None	4,200	900
St. to 12th St.	0.12	30	2		No	1	None	4,200	750
St. to Columbia Blvd.	0.26	24	2	12	No	2	None	2,400	750
bia Blvd. to Cowlitz St.	0.16	50	2	22	Yes		Par.B.	5,000	1,900
tz St. to Old Portland Rd.	0.23	22	2	22	No		None	3,000	1,500
lens St. to Columbia Blvd.	0.07	48	2	6	Yes		Par.B.	5,600	1,850
bia Blvd. to Tualatin St.	0.19	32	2	20	Rt.Only		Par.Rt.	4,200	2,000
tin St. to Old Portland Rd.	0.30	24	2	20	No		None	2,600	1,700
ortland Rd. to End of S. 18th St.	0.34	20	2	27	No		None	3,300	1,950

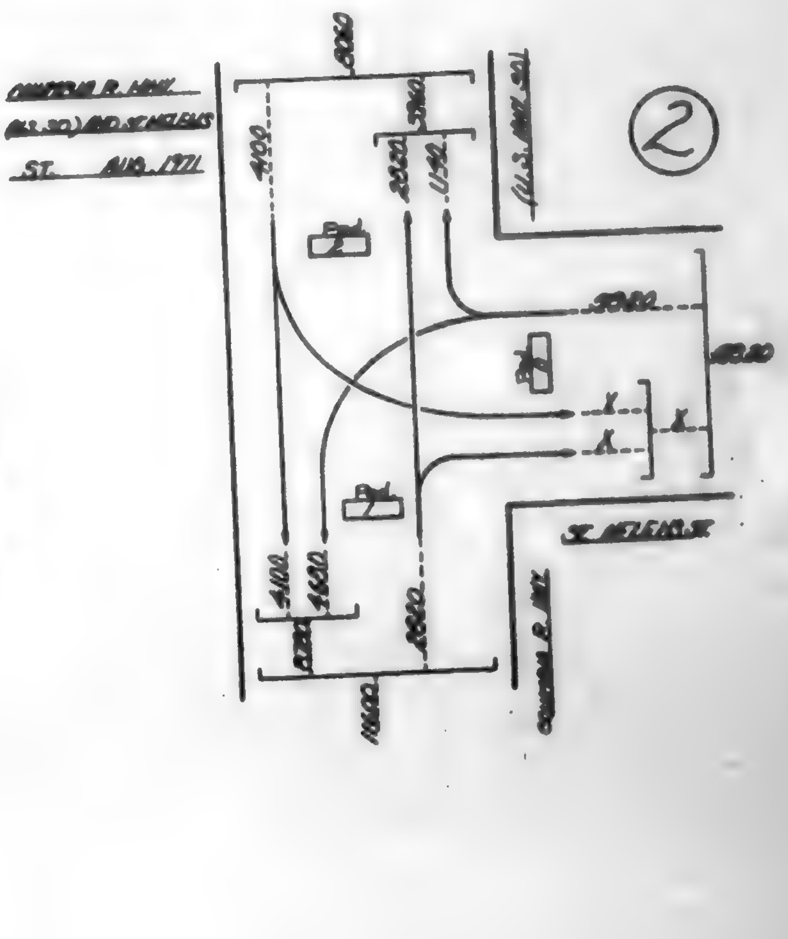
TRAFFIC COUNTS AT SELECTED INTERSECTIONS

On the following pages are traffic counts made at selected intersections in St. Helens. Each count was taken during a 14-hour period (6 am-8 pm) and factored up to a 24 hour volume. Highway Division crews recorded the traffic volumes during the 14 hour period.

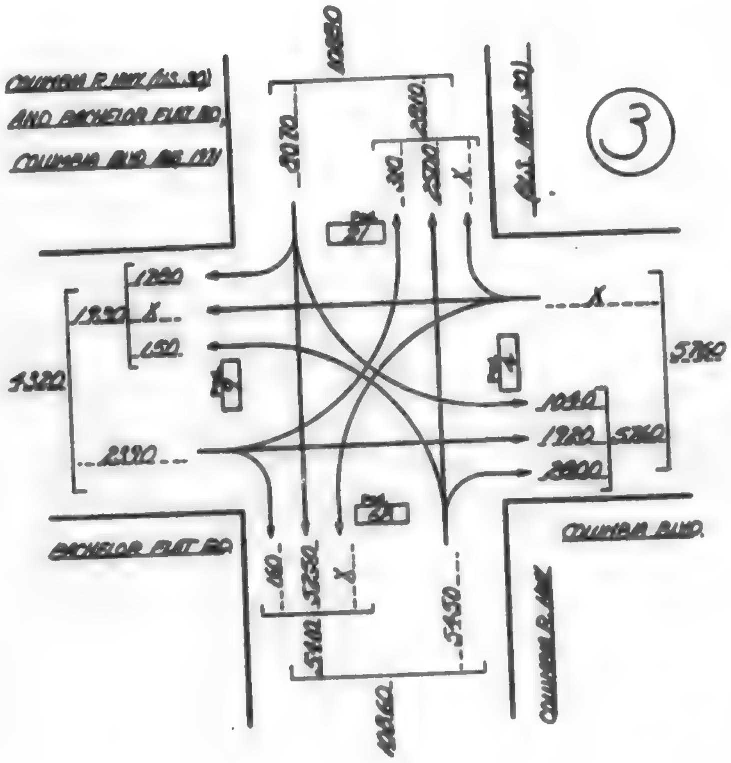
The following is a list of the intersections that have turning movement counts.

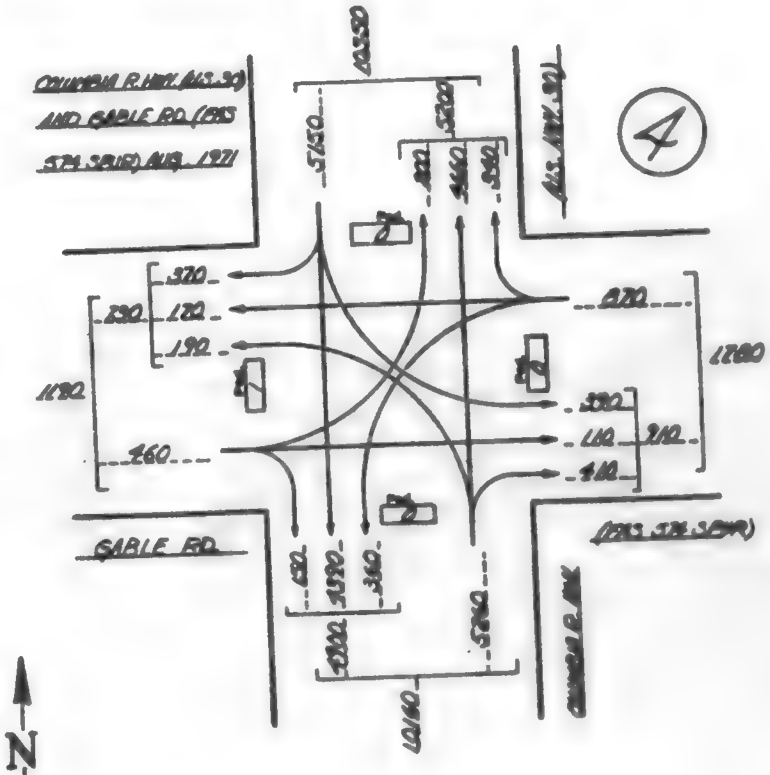
1. Hwy. 30 and Vernonia Rd.
2. Hwy. 30 and St. Helens
3. Hwy 30 and Columbia Blvd.
4. Hwy. 30 and Gable Rd.
5. 1st St. and St. Helens St.
6. 6th St. and Columbia Blvd.
7. 12th St. and Columbia Blvd.
8. 18th St. and Columbia Blvd.
9. 18th St. and Old Portland Rd.
10. Old Portland Rd. and Gable Rd.

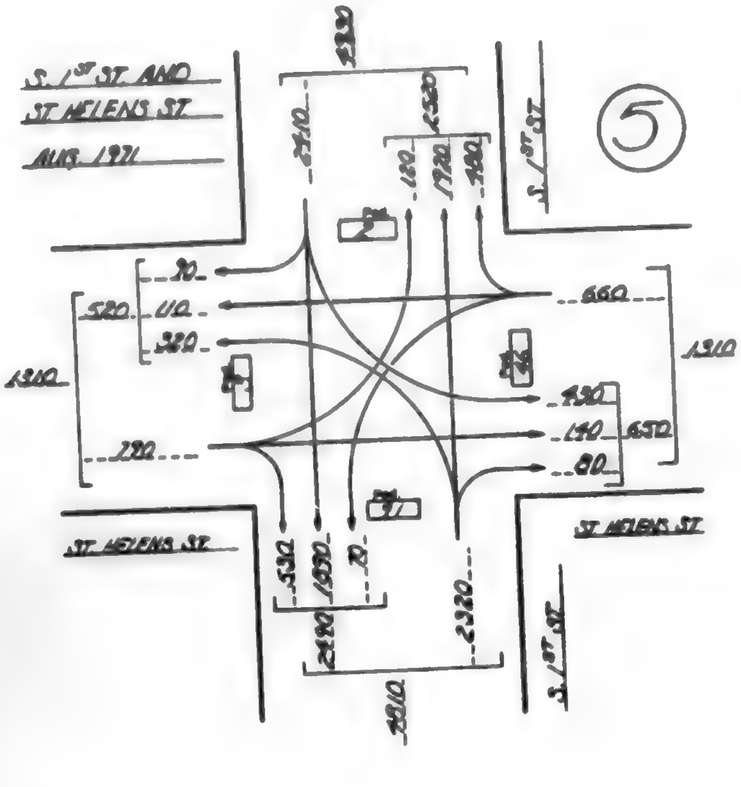


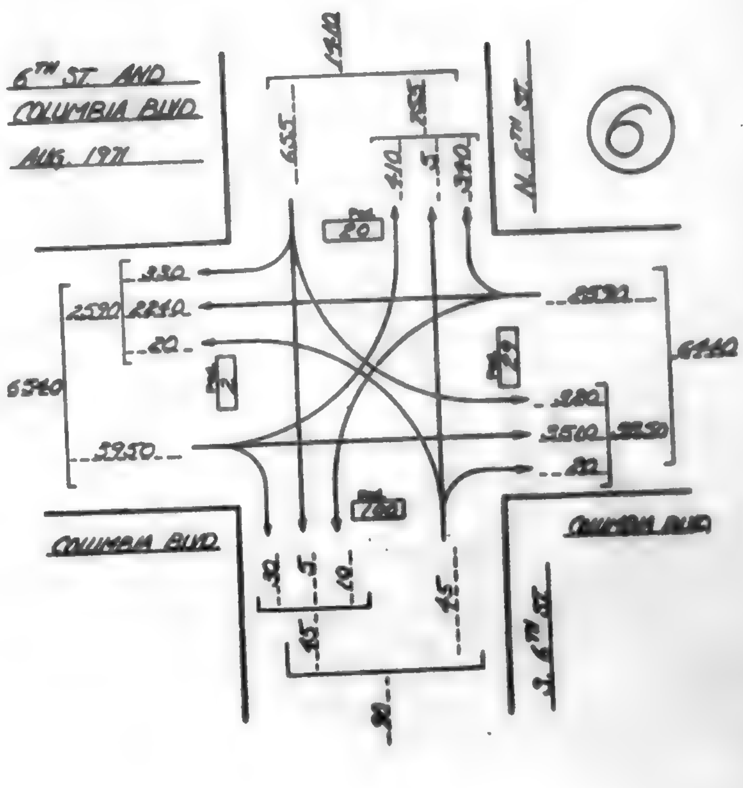


TRAFFIC COUNTS AT SELECTED INTERSECTIONS (Continued)

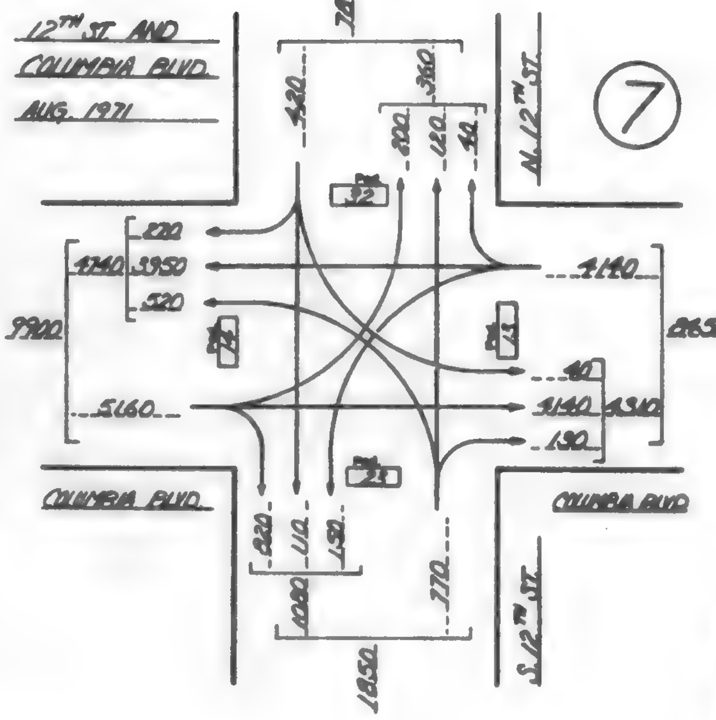


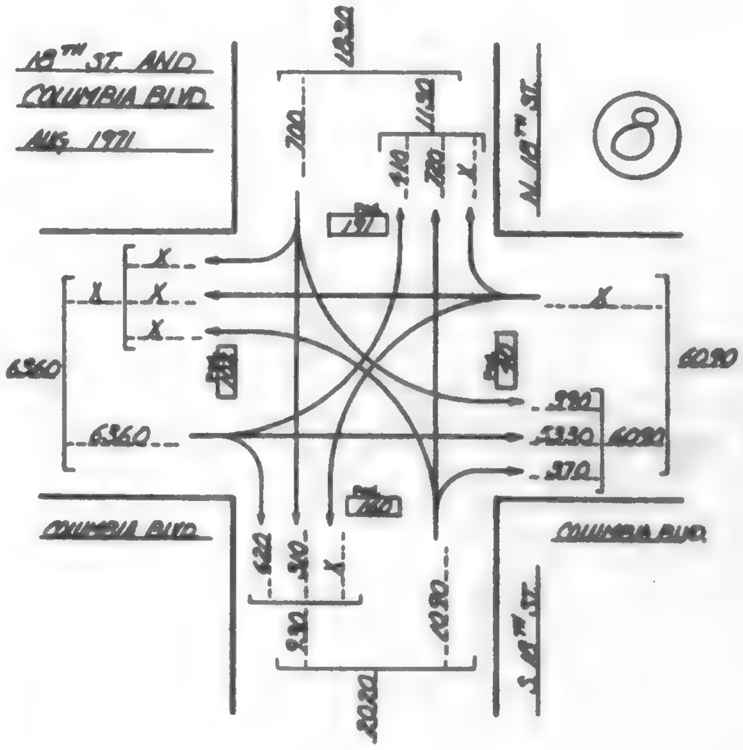


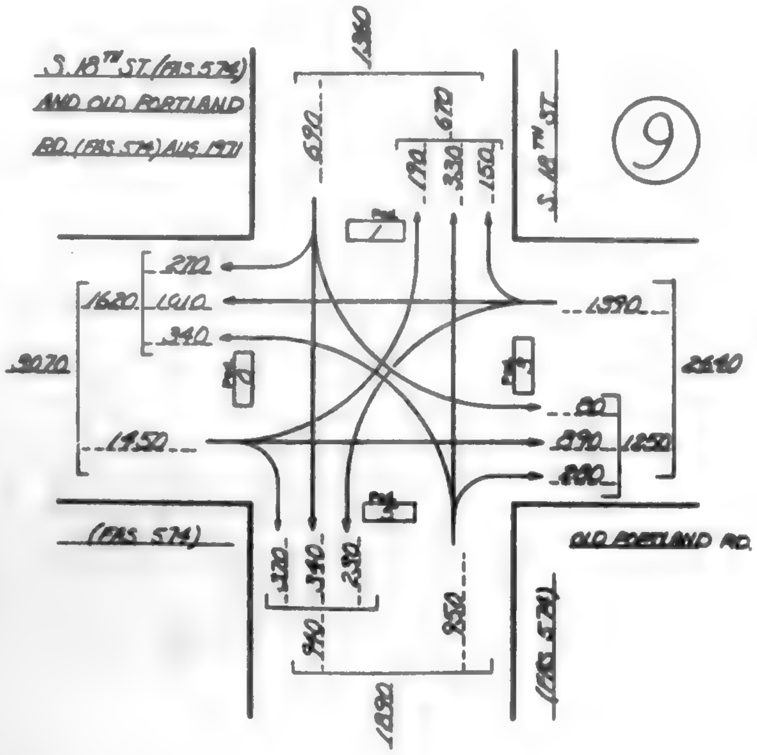


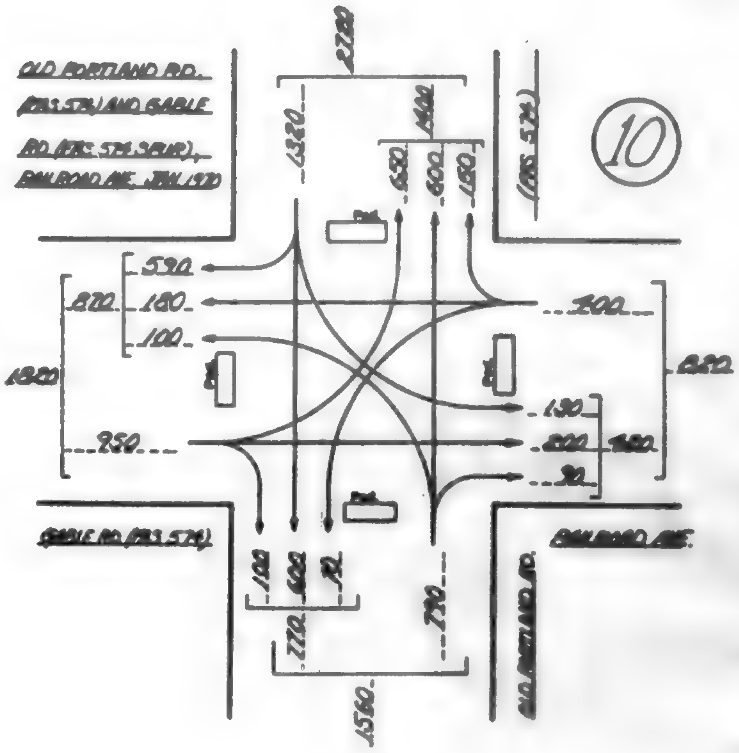


TRAFFIC COUNTS AT SELECTED INTERSECTIONS (Continued)





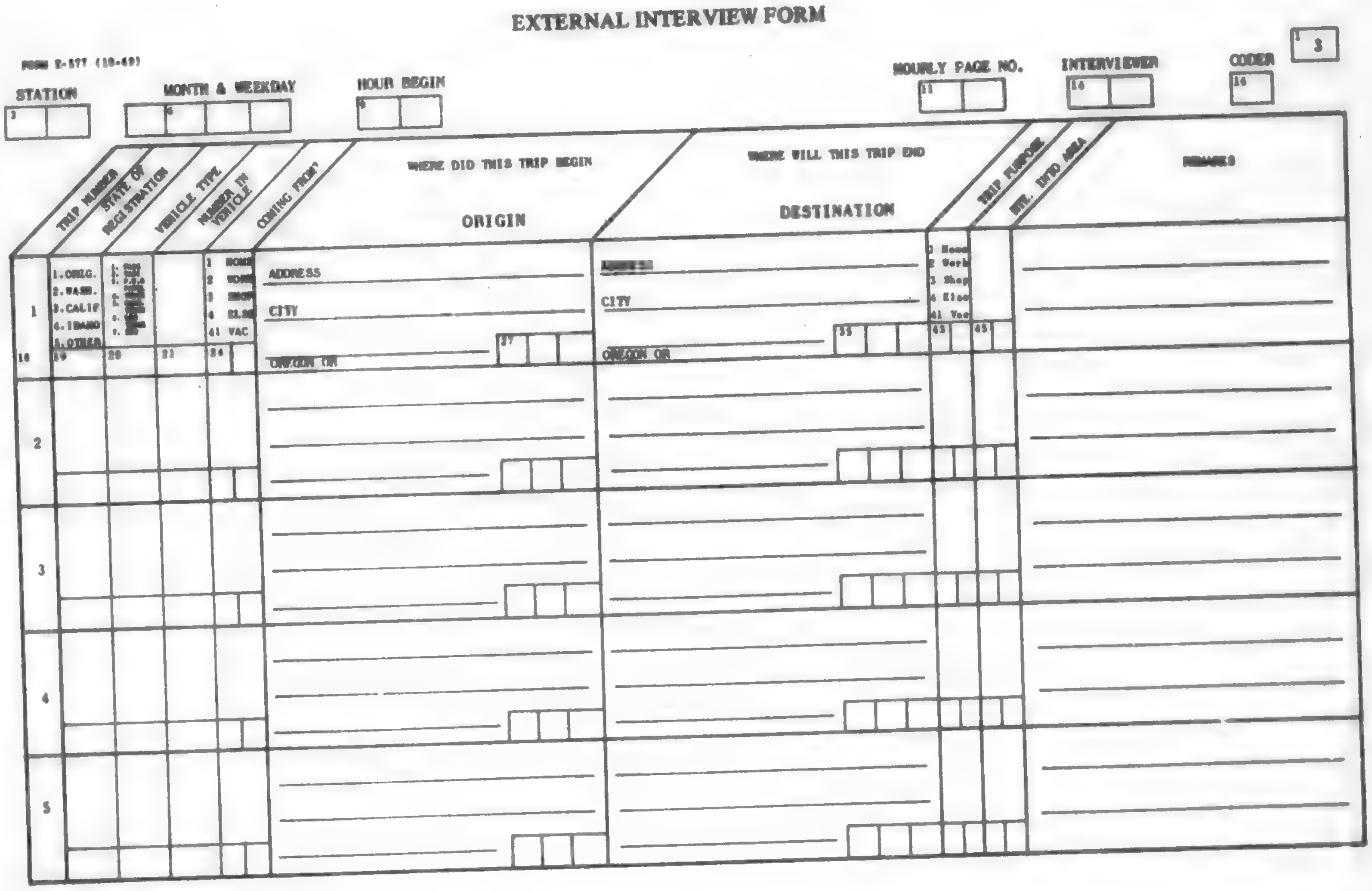




ORIGIN–DESTINATION TRIP TABLES

The Origin-Destination Survey provided information about vehicle trips crossing the St. Helens study boundary. Motorists were stopped at three locations and asked questions about the origin and destination of their trip, trip purpose, vehicle type and number of persons riding in the vehicle. Over 5,300 interviews were made representing 73% of the vehicles passing through the interview stations. A sample of the form used for recording the interview data is shown below.

EXTERNAL INTERVIEW FORM



FORM 2-577 (10-69)

STATION 1

MONTH & WEEKDAY 6

HOUR BEGIN 9

HOURLY PAGE NO. 11

INTERVIEWER 14

CODER 16

1 3

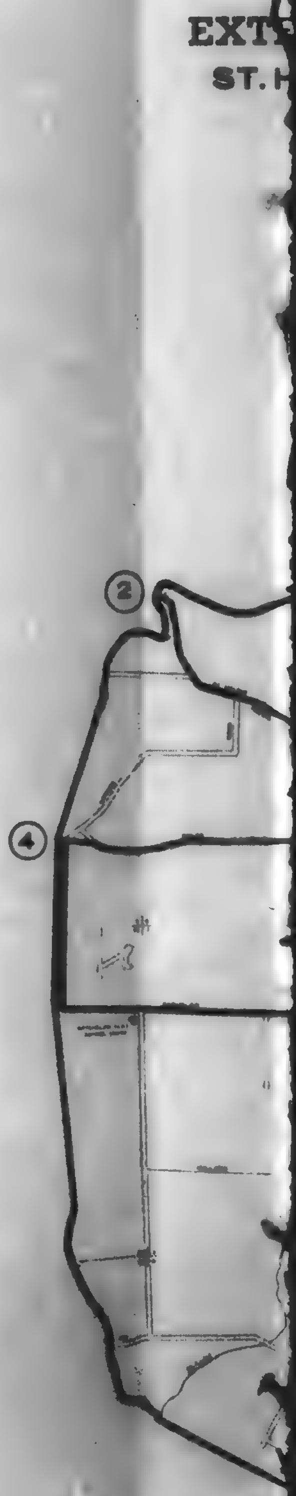
TRIP NUMBER	STATE OF REGISTRATION	VEHICLE TYPE	NUMBER IN VEHICLE	COMING FROM?	WHERE DID THIS TRIP BEGIN ORIGIN		WHERE WILL THIS TRIP END DESTINATION		TRIP PURPOSE	ENT. INTO AREA	REMARKS
1 18	1. ORIG. 2. WASH. 3. CALIF 4. IDAHO 5. OTHER 19	[illegible] 20	21	24	1 HOME 2 WORK 3 SHOP 4 ELSE 41 VAC	ADDRESS CITY OREGON OR	27	ADDRESS CITY OREGON OR	35	1 Home 2 Work 3 Shop 4 Else 41 Vac 42	45	
2											
3											
4											
5											

All interviews were factored up to represent 24 hour traffic volumes at each interview station. Origin-destination trip tables were then prepared showing various combinations of zone-to-zone trips. Five trip tables are shown on the following pages with brief explanations of what they are.

TABLE 1
1971 DAILY TRIPS BETWEEN EXTERNAL STATIONS

From/To	*1*	*2*	*3*	*4*	*Total*
1	-	129	1,613	56	1,798
2	129	-	31	0	160
3	1,613	31	-	5	1,649
4	56	0	5	-	61
Total	1,798	160	1,649	61	3,668

Table 1 shows the number of 1971 daily trips that traveled between each pair of external stations. The external stations are shown on Plate 1.



Total

1,798
160
1,649
61

3,668

pair of

PLATE - 1

EXTERNAL STATIONS

ST. HELENS STUDY AREA

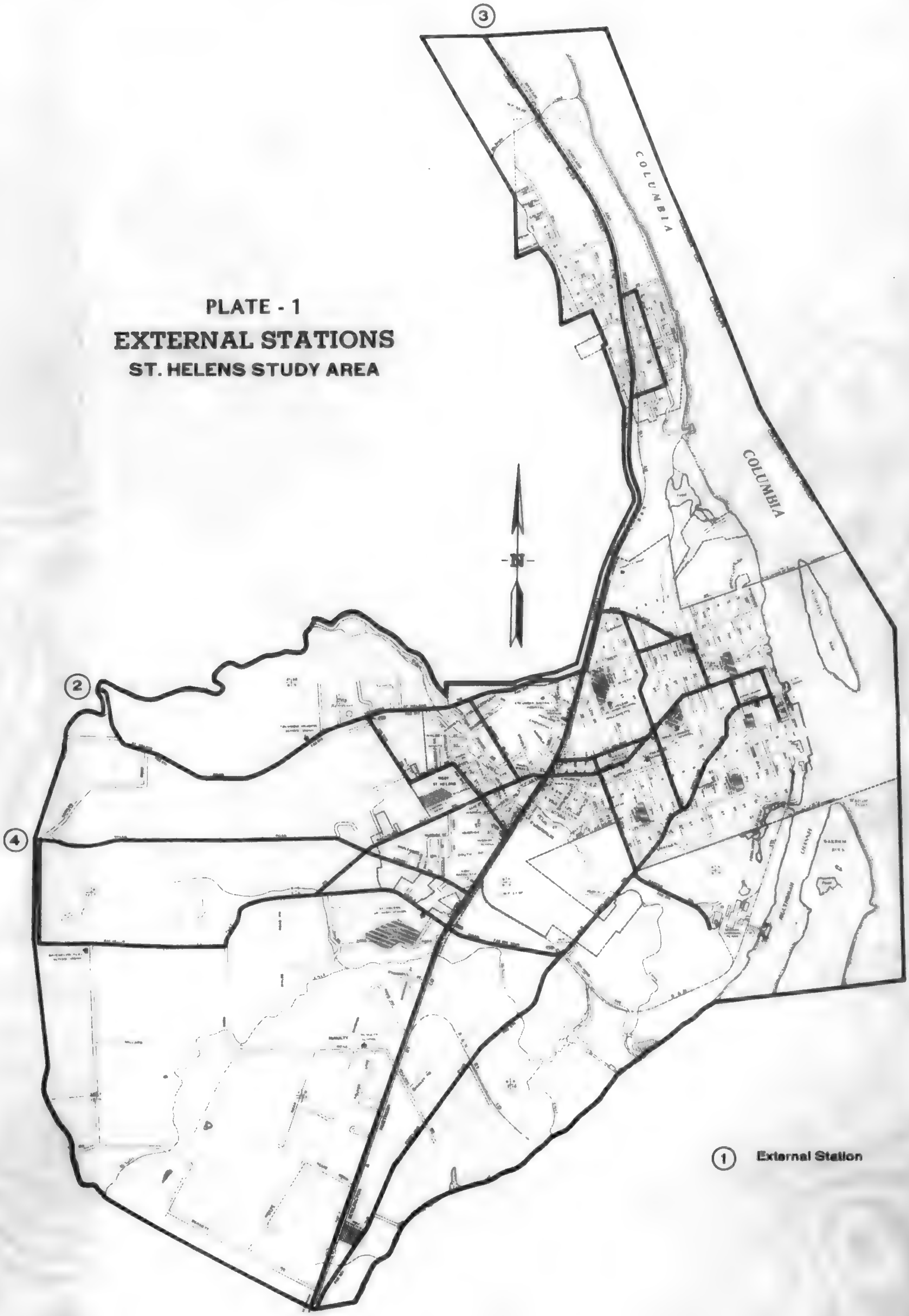
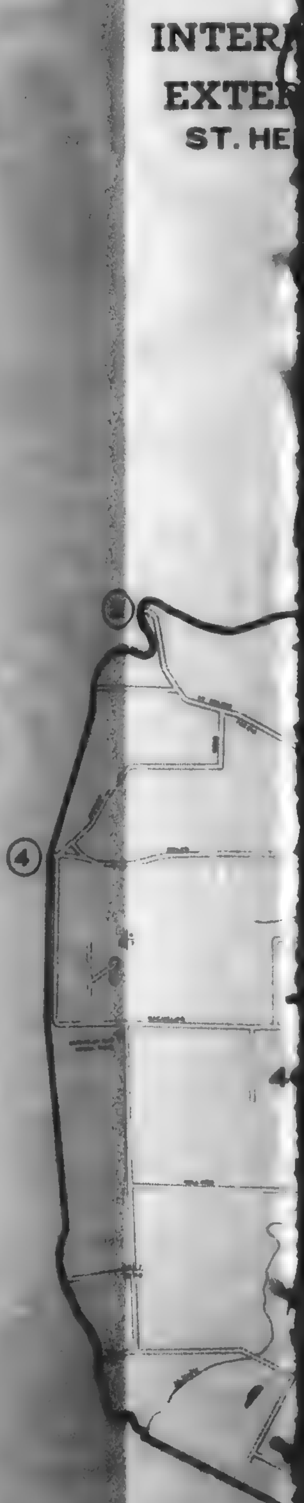


TABLE 2
1971 DAILY TRIPS BETWEEN INTERNAL ZONES AND EXTERNAL STATIONS

Internal Zone / External Station	*1*	*2*	*3*	*4*	*Total*
400	344	59	218	50	671
401	752	179	390	97	1,418
402	518	101	352	70	1,041
403	842	50	246	81	1,219
404	496	51	200	54	801
405	522	18	114	47	701
406	1,250	35	340	116	1,741
407	1,346	250	638	162	2,396
408	204	13	4	17	238
409	122	11	0	10	143
Total	6,396	767	2,502	704	10,369

Table 2 shows the number of 1971 daily trips that traveled between internal zones and external stations. The internal zones and external stations are shown on Plate 2.



ONS

Total

671
1,418
1,041
1,219
801
701
1,741
2,396
238
143

10,369

zones
te 2.

PLATE - 2
INTERNAL ZONES AND EXTERNAL STATIONS
ST. HELENS STUDY AREA

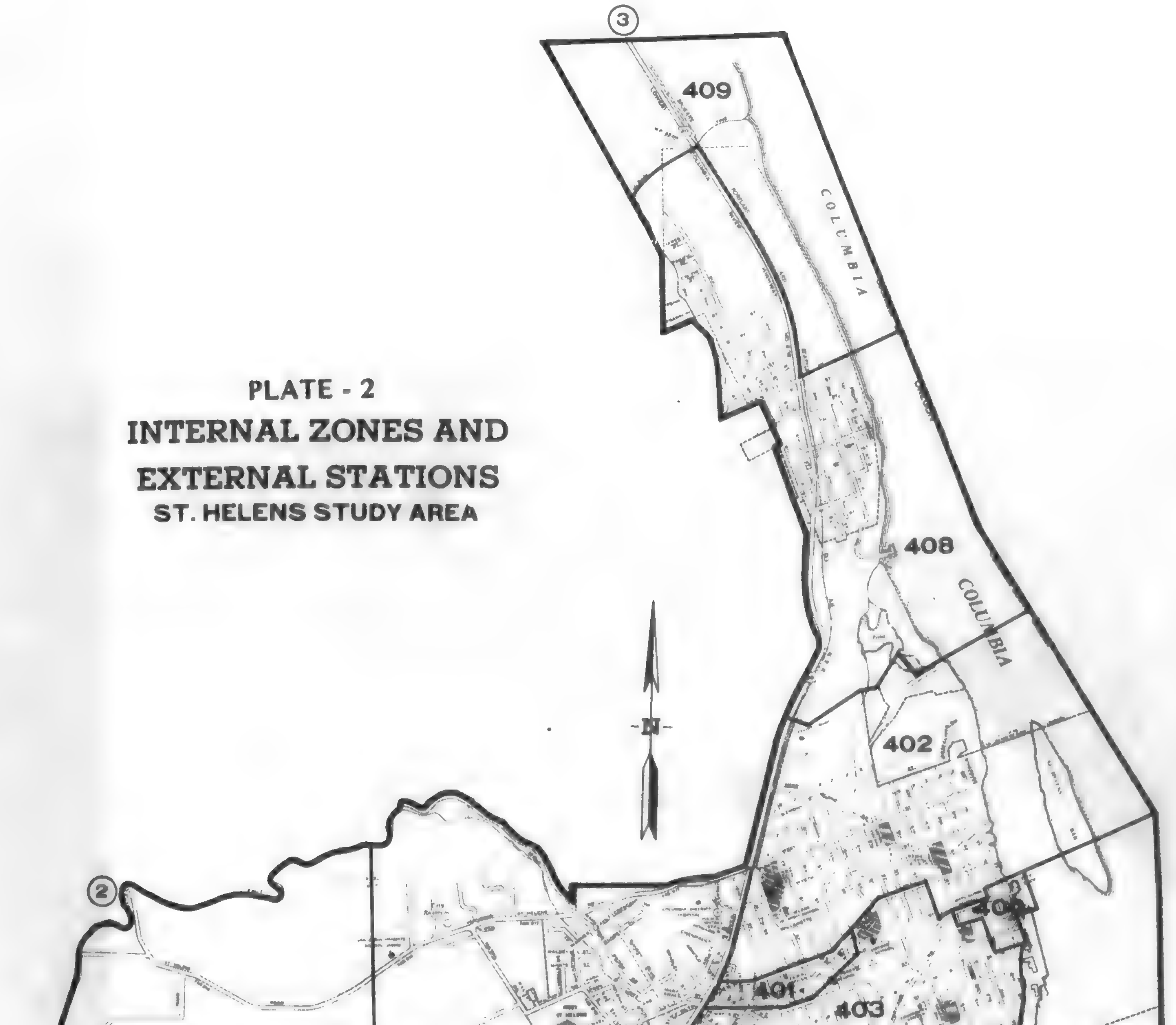


TABLE 3
1971 DAILY TRIPS THROUGH ST. HELENS BY PURPOSE

From/To	*Home*	*Work*	*Shopping*	*Other*	*Total*
Home	-	572	52	900	1,524
Work	489	688	0	23	1,200
Shopping	46	0	2	0	48
Other	681	14	2	185	882
Total	1,216	1,274	56	1,108	3,654

Table 3 shows 1971 daily trips by "from" and "to" purpose. All of these trips were traveling through St. Helens, and were made by motorists interviewed outbound at all interview stations.

TABLE 4
1971 DAILY TRIPS FROM ST. HELENS BY PURPOSE

From/To	*Home*	*Work*	*Shopping*	*Other*	*Total*
Home	-	860	110	1,228	2,198
Work	1,055	780	2	40	1,877
Shopping	616	3	4	29	652
Other	1,210	67	9	149	1,435
Total	2,881	1,710	125	1,446	6,162

Table 4 shows 1971 daily trips by "from" and "to" purpose. All of these trips originated in St. Helens, and were made by motorists interviewed outbound at all interview stations.

TABLE 5
1971 DAILY TRIPS BETWEEN ALL ZONES

Table 5 shows the true origin and destination of all trips that passed through the interview stations. Origins and destinations are identified by a zone number which represents a city, county or state, etc. Zone numbers are listed on the next page. The daily trip totals shown represent traffic traveling outbound only through each interview station. Plate 3 shows the location of each interview station.

PLATE - 3

INTERVIEW STATIONS

ST. HELENS STUDY AREA

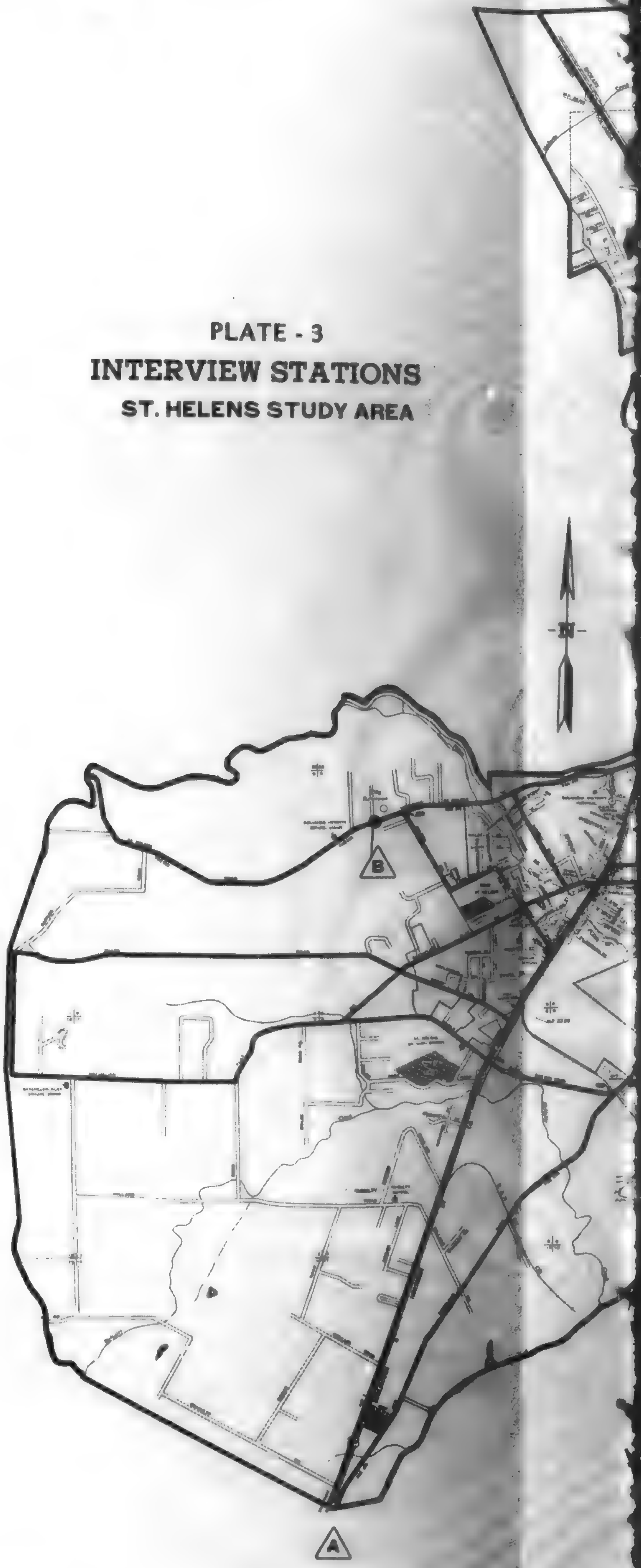
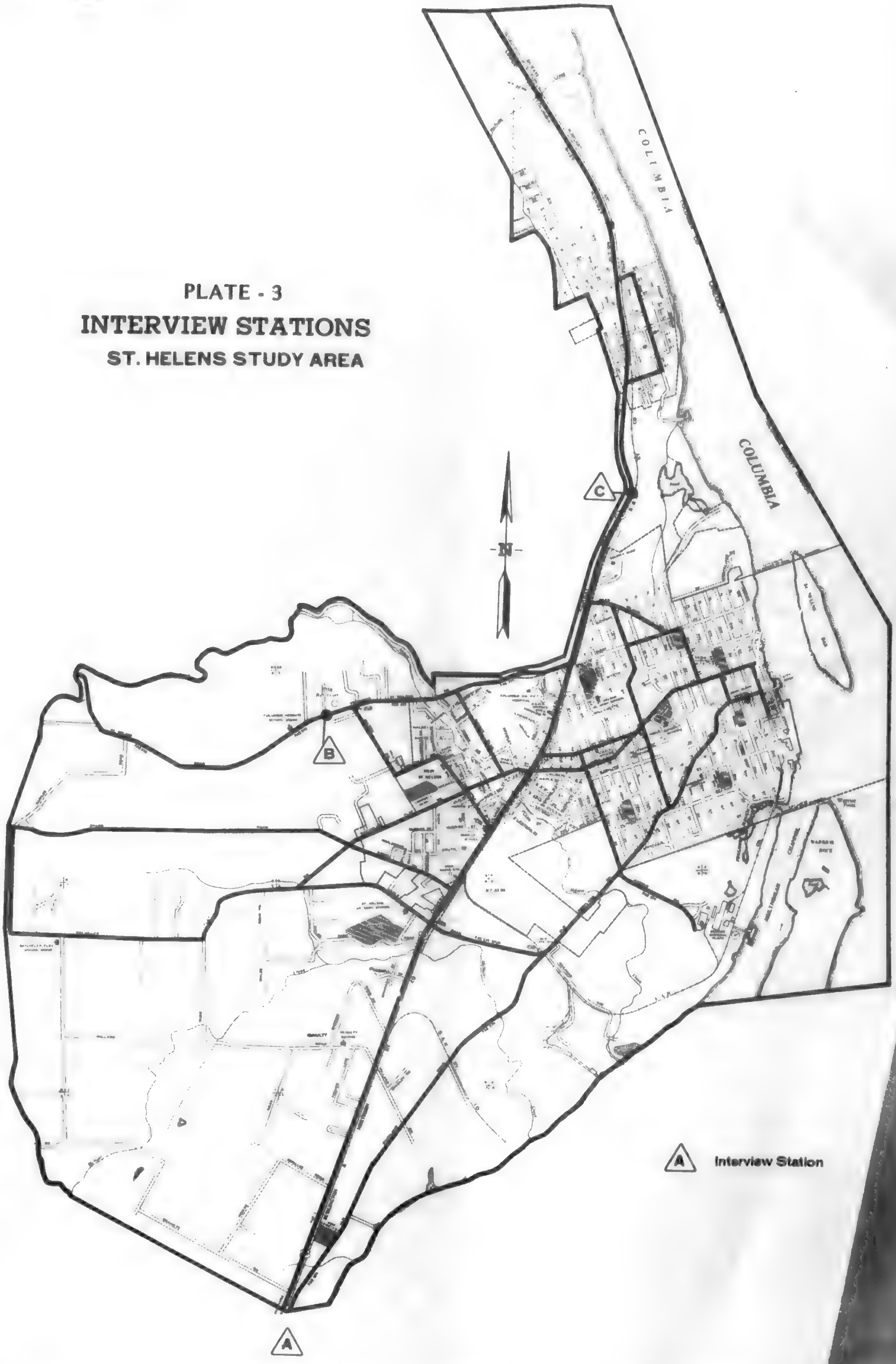


PLATE - 3
INTERVIEW STATIONS
ST. HELENS STUDY AREA



LL ZONES

rigin and
through
ns and
a zone
ounty or
d on the
s shown
nd only
Plate 3
interview

ZONE CONVERSIONS FOR TABLE 5

Zone	Location[1]
010	Baker County
011	Baker
020	Benton County
021	Corvallis
030	Clackamas Co.
040	Clatsop County
041	Astoria
042	Seaside
*	Columbia County Area
050	Scappoose
051	St. Helens
052	Area 1
053	Rainier
054	Area 2
055	Area 3
056	Vernonia
057	Area 4
060	Coos County
061	Coos Bay-N. Bend
062	Coquille
063	Myrtle Point
070	Crook County
071	Prineville
080	Curry County
081	Brookings
090	Deschutes County
091	Bend
092	Redmond
100	Douglas County
101	Reedsport
102	Roseburg
110	Gilliam County
120	Grant County
130	Harney County
131	Burns
140	Hood River Co.
141	Hood River
150	Jackson County
152	Medford-Ashland
160	Jefferson County
170	Josephine County
171	Grants Pass
180	Klamath County
181	Klamath Falls
190	Lake County
191	Lakeview
200	Lane County
201	Cottage Grove
202	Eugene-Springfield
210	Lincoln County
211	Newport
212	Toledo
220	Linn County
221	Albany
222	Lebanon
223	Sweet Home
230	Malheur County
231	Nyssa
232	Ontario
240	Marion County
241	Salem
242	Silverton
243	Woodburn
250	Morrow County
260	Multnomah Co.
262	Portland Area
270	Polk County
271	Dallas
272	Monmouth
280	Sherman County
290	Tillamook County
291	Tillamook
300	Umatilla County
301	Hermiston
302	Milton-Freewater
303	Pendleton
310	Union County
311	LaGrande
320	Wallowa County
330	Wasco County
331	The Dalles
340	Washington Co.
342	Forest Grove
343	Hillsboro
350	Wheeler County
360	Yamhill County
361	McMinnville
362	Newberg-Dundee
901	Connecticut
902	Maine
903	Massachusetts
904	New Hampshire
905	Rhode Island
906	Vermont
907	New Jersey
908	New York
909	Pennsylvania
911	Delaware
912	D. C.
913	Maryland
914	Virginia
915	West Virginia
916	Florida
917	Georgia
918	North Carolina
919	South Carolina
921	Illinois
922	Indiana
923	Michigan
924	Ohio
925	Wisconsin
926	Alabama
927	Kentucky
928	Mississippi
929	Tennessee
931	Iowa
932	Kansas
933	Minnesota
934	Missouri
935	Nebraska
936	North Dakota
937	South Dakota
941	Arkansas
942	Louisana
943	Oklahoma
944	Texas
951	Arizona
952	Colorado
953	Idaho
954	Montana
955	Nevada
956	New Mexico
957	Utah
958	Wyoming
961	California
963	Washington
964	Alaska
970	Canada (general)
971	Newfoundland
972	Nova Scotia
973	New Brunswick
974	Quebec
975	Prince Edward Is.
976	Ontario
977	Manitoba
978	Saskatchewan
979	Alberta
981	British Columbia
982	Yukon
983	N. W. Territories
990	Mexico

**County Area Zones shown on Plate 4, Page 18*

---

[1] All zone locations that are counties (i.e. Baker County) describe the portion of the county external to the cities in that county listed on this page. (i.e. The Baker County zone represents the portion of Baker County external to the City of Baker.)

PLATE 4

COLUMBIA COUNTY AREA

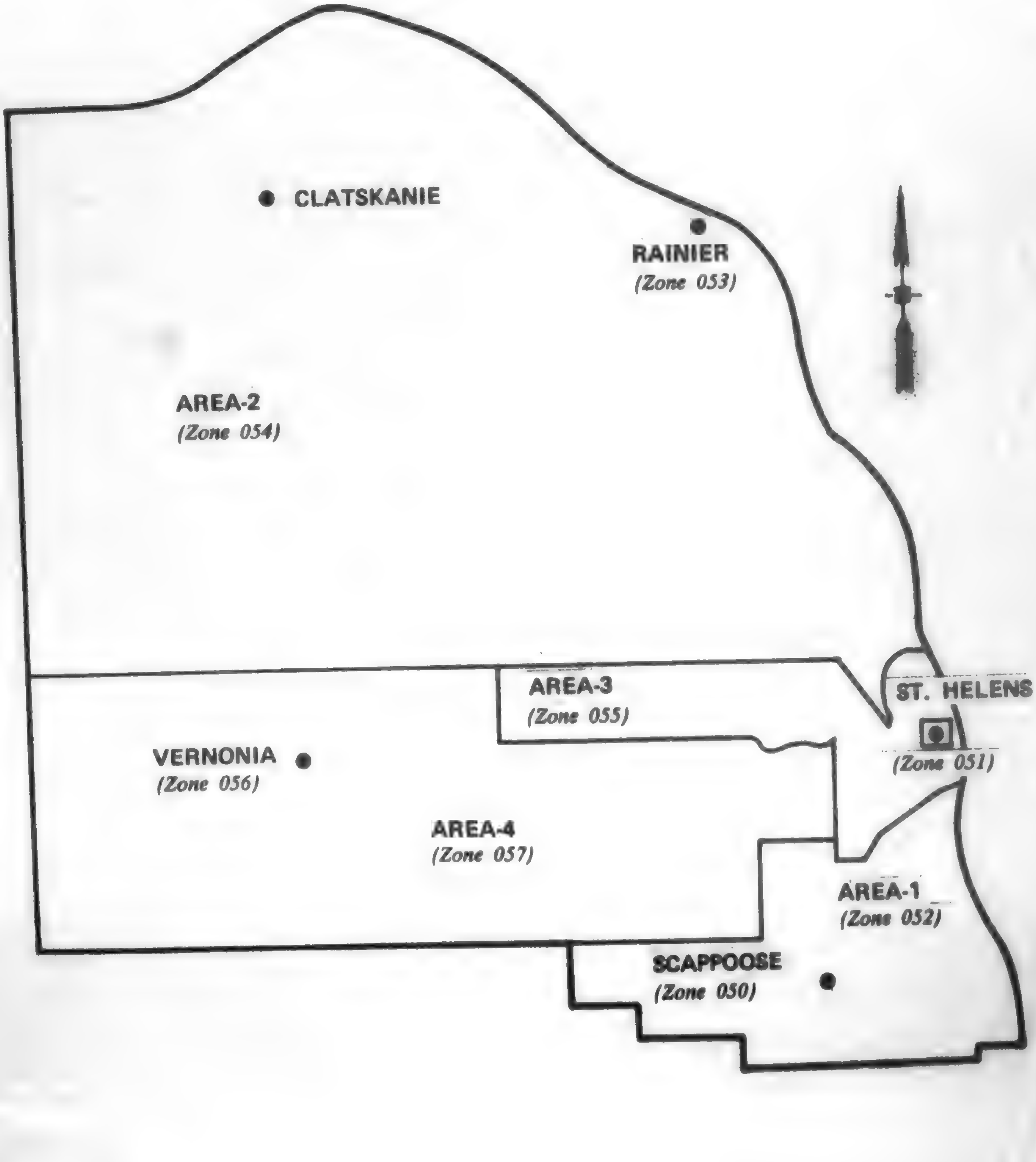


TABLE 5

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	From Zone	To Zone	1971 Daily Trips
A	40	50	3
	40	70	3
	40	160	2
	40	262	45
	40	343	2
	40	957	2
	40	963	2
	41	21	2
	41	30	11
	41	50	10
	41	52	2
	41	91	2
	41	181	2
	41	210	3
	41	241	2
	41	262	189
	41	331	4
	41	362	2
	41	952	2
	41	958	3
	41	961	6
	41	963	6
	41	970	2
	42	30	2
	42	140	2
	42	262	25
	42	342	1
	42	963	1
	51	21	3
	51	30	17
	51	40	6
	51	50	1234
	51	52	246
	51	56	20
	51	57	11
	51	61	3
	51	80	2
	51	91	1
	51	140	2
	51	141	3
	51	160	2
	51	171	2
	51	180	2
	51	202	10
	51	210	4
	51	211	2
	51	212	2
	51	220	2
	51	240	10

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	From Zone	To Zone	1971 Daily Trips
A	51	241	7
	51	243	2
	51	260	2
	51	262	1394
	51	270	2
	51	271	2
	51	291	8
	51	340	37
	51	342	16
	51	343	42
	51	360	1
	51	361	4
	51	944	2
	51	953	6
	51	954	2
	51	961	2
	51	963	82
	52	50	4
	52	262	3
	53	50	58
	53	52	3
	53	202	2
	53	241	4
	53	260	2
	53	262	195
	53	291	4
	53	340	7
	53	343	10
	53	360	2
	53	362	3
	53	961	2
	53	963	2
	54	30	8
	54	50	66
	54	52	14
	54	56	6
	54	180	2
	54	202	2
	54	210	2
	54	222	2
	54	241	3
	54	262	248
	54	340	13
	54	342	3
	54	343	11
	54	361	2
	54	362	3
	54	905	2
	54	918	3
	54	923	3

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	From Zone	To Zone	1971 Daily Trips
A	54	961	2
	54	963	7
	55	30	2
	55	50	60
	55	52	9
	55	56	2
	55	57	7
	55	243	2
	55	262	71
	55	340	8
	55	343	7
	55	362	2
	56	50	2
	57	50	9
	57	52	2
	57	262	43
	57	361	2
	210	262	4
	211	262	1
	290	262	4
	291	262	10
	340	50	2
	340	262	3
	924	262	2
	928	343	2
	955	262	1
	961	140	3
	961	262	6
	961	331	2
	961	963	2
	963	21	4
	963	50	50
	963	52	9
	963	57	2
	963	110	2
	963	171	2
	963	202	2
	963	210	2
	963	211	2
	963	240	2
	963	241	3
	963	262	254
	963	291	11
	963	303	2
	963	320	2
	963	340	16
	963	342	12
	963	343	12
	963	362	2
	963	953	4

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	*From Zone*	*To Zone*	*1971 Daily Trips*
A	963	954	2
	963	956	2
	963	961	16
	963	963	14
	964	311	2
	979	262	2
	979	961	2
	981	50	1
	981	241	2
	981	924	2
	981	931	2
A	981	961	7
			4955
B	40	55	2
	41	55	2
	50	51	6
	50	55	48
	51	51	103
	51	52	2
	51	54	2
	51	55	455
	51	56	21
	51	57	17
	52	55	4
	53	51	2
	53	55	5
	54	51	9
	54	55	12
	54	57	2
	54	343	2
	55	51	9
	140	55	2
	262	51	12
	262	55	60
	340	51	2
	340	55	2
	343	51	3
	343	55	8
	944	55	2
	963	51	2
B	963	55	15
			871
C	10	41	2
	20	54	2
	21	54	2
	30	40	3
	30	41	9
	30	53	3
	30	54	6
	30	963	2

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	From Zone	To Zone	1971 Daily Trips
C	50	40	6
	50	51	55
	50	53	35
	50	54	71
	50	963	59
	50	981	2
	51	40	16
	51	41	23
	51	42	3
	51	51	768
	51	53	245
	51	54	733
	51	963	232
	52	51	18
	52	53	9
	52	54	17
	52	963	20
	55	51	39
	55	53	4
	55	54	14
	55	963	6
	55	981	2
	56	51	3
	56	54	3
	56	963	2
	57	42	2
	57	51	11
	57	54	3
	57	963	4
	60	41	2
	71	41	3
	71	51	2
	91	41	4
	91	53	2
	100	963	2
	102	41	4
	140	40	2
	140	41	6
	140	963	6
	141	963	2
	160	41	2
	170	41	2
	181	963	2
	200	963	2
	202	41	6
	202	54	3
	202	963	4
	210	54	2
	220	963	2
	221	51	1

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	From Zone	To Zone	1971 Daily Trips
C	222	53	2
	240	40	2
	240	41	3
	240	51	2
	240	53	2
	240	54	6
	241	41	2
	241	53	7
	241	963	6
	242	41	2
	242	53	1
	242	963	4
	243	41	3
	260	54	2
	262	40	44
	262	41	237
	262	42	16
	262	51	83
	262	53	184
	262	54	351
	262	55	4
	262	290	3
	262	291	2
	262	963	231
	262	981	4
	270	53	2
	270	963	4
	290	963	2
	291	963	8
	300	963	2
	320	963	2
	330	963	2
	331	41	5
	331	963	2
	340	53	7
	340	54	13
	340	963	25
	340	981	2
	342	41	2
	342	51	2
	342	54	8
	342	963	16
	342	970	2
	343	40	2
	343	41	6
	343	51	4
	343	53	4
	343	54	15
	343	963	23
	360	53	2

TABLE 5 (Continued)

1971 DAILY TRIPS BETWEEN ALL ZONES

(One Way Trips)

Through Interview Station	*From Zone*	*To Zone*	*1971 Daily Trips*
C	361	41	2
	362	51	2
	362	53	1
	362	54	1
	925	41	2
	925	42	2
	933	40	2
	951	41	3
	953	41	2
	953	53	2
	953	963	4
	955	41	2
	956	40	2
	957	53	2
	957	963	2
	961	41	15
	961	51	2
	961	54	7
	961	963	2
	961	981	4
	963	40	3
	963	41	12
	963	42	4
	963	51	11
	963	53	2
	963	54	6
	963	963	13
C	981	41	2
			3974

8775

FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Region 1 - Milwaukie

February 3, 1976

Craig P. Markham

FROM: CRAIG P. MARKHAM
Region Environmentalist

TO: GEORGE RAMJOUE'
Project Coordinator

SUBJECT: ST. HELENS TRUCK ROUTE
Project Environmental
Assessment

Attached is a draft of the subject assessment for your review and processing. Note that there is some question in my mind whether a negative declaration will be sufficient, due to what may be significant impacts on the residential area mentioned in the assessment. I understand that a further investigation of alternatives will be made during the reconnaissance phase. A more definitive reassessment can be made at that time, if necessary.

CPM/lms
Attachment
cc: Location Section
G. N. Hopkins

RECEIVED
COUNTY & CITY SECTION
FEB 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB -4 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

8775

FAUS
St Helens

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 26, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: FAUS Project
St. Helens Truck Route

TO: GEORGE HOPKINS
Project Development Engineer

Here are 3 copies of the City-State agreement covering the St. Helens Truck Route project, signed by City Officials and returned for further processing. As noted in Mr. Linhares' letter, copies of the authorizing ordinance will follow as soon as available.

Rec'd 2-25-76

JR/lms
Attachment

PROJECT MANAGEMENT
JAN 27 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | Ret. file

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

REPORT OF PUBLIC HEARING ON TRUCK ROUTE Tuesday, Jan. 13, 1976 - 7:00 P.M.

The St. Helens City Planning Commission held a public hearing on the proposed truck route on the 13th day of January, 1976 at 7:00 P.M. in the City Council chambers in St. Helens, Oregon. Notice of the public hearing was published in the St. Helens Sentinel-Mist Chronicle on January 1, 1976. Also through news articles in the above names newspaper and the local radio station, KOHI.

Chairman M. E. McMichael opened the public hearing and introduced Engineer Dean Hergesheimer of Whiteley, Jacobsen & Associates. Mr. Hergesheimer reviewed the proposed project from its original conception approximately 6 years ago. He explained the three routes originally proposed and the citizens committee, chairmaned by Vic Phillips, and their recommendation of January 25, 1974, of the present route being proposed to the State Highway Division. Hergesheimer stated that Gable Road from Highway 30 to Old Portland was wide enough for a truck route. Old Portland Road to Plymouth Street would require widening. Plymouth street to Boise Cascade Lumber Mill needs improving and paving. Traffic signalization would be required at Old Portland Road and Plymouth Street with Improvements to the signal at Kaster Road. He estimated the cost at $177,000.00 with the Federal Share at 78%, the State at 11% and 11% from local funds.

After listening to discussion and answering questions from the floor, the Planning Commission made the following findings of fact.

1. Some trucks from the Boise Cascade Paper Mill, presently using 18th Street to St. Helens would use the proposed truck route via Gable Road to Highway 30 eliminating truck noises through residential areas.
2. Additional truck traffic would be realized in the residential area if all trucks were to use the proposed truck route from the B. C. Lumber Mill to Highway 30.
3. All streets presently unimproved would be improved and paved eliminating the dust problem during the dry season.
4. Mr. V. Probst, Manager of the local Boise Cascade Lumber Mill made the following comments.
    - A. On January 13, 1976 there were 73 shipments that used the proposed truck route with 19 trucks using the South 1st Street exit via downtown streets to Highway 30.
    - B. If all trucks were forced to use the proposed route, regardless of the time, it would require additional shipping facilties and security guards causing a heavy financial burden on Boise Cascade.
    - C. If the limited number of trucks that are required to load out after normal working hours could utilize the 1st Street exit it would greatly reduce the added cost as mentioned in paragraph B above.
    - D. Some trucks are in town for the first time and are not familiar with the location of the mill. This problem could be reduced if proper directional signs were installed on Highway 30.
    - E. The average daily truck movement is, lumber - 3, vineer - 13 to 18.
    - F. Mr. Probst has never been contacted regarding their position and thoughts on this proposed route.

Because of the above findings, it is recommended that the City Council continue their investigation and preliminary engineering by the State Hihgway Division on this proposed truck route. It is also being recommended that the City Council and Highway Division maintain contact with Boise Cascade for their input regarding the number and type of trucks, required alternation to facilities, and any other pertinent information that may arise.

Dated this 14th day of January, 1976.

plained the three routes originally proposed and the citizens committee, [illegible] by Vic Phillips, and their recommendation of January 25, 1974, of the present route being proposed to the State Highway Division. Hergesheimer stated that Gable Road from Highway 30 to Old Portland was wide enough for a truck route. Old Portland Road to Plymouth Street would require widening. Plymouth street to Boise Cascade Lumber Mill needs improving and paving. Traffic signalization would be required at Old Portland Road and Plymouth Street with Improvements to the signal at Kaster Road. He estimated the cost at $177,000.00 with the Federal Share at 78%, the State at 11% and 11% from local funds.

After listening to discussion and answering questions from the floor, the Planning Commission made the following findings of fact.

1. Some trucks from the Boise Cascade Paper Mill, presently using 18th Street to St. Helens would use the proposed truck route via Gable Road to Highway 30 eliminating truck noises through residential areas.

2. Additional truck traffic would be realized in the residential area if all trucks were to use the proposed truck route from the B. C. Lumber Mill to Highway 30.

3. All streets presently unimproved would be improved and paved el[illegible]ng the dust problem during the dry season.

4. Mr. V. Probst, Manager of the local Boise Cascade Lumber Mill made the following comments.

    A. On January 13, 1976 there were 73 shipments that used the proposed truck route with 19 trucks using the South 1st Street exit via downtown streets to Highway 30.

    B. If all trucks were forced to use the proposed route, regardless of the time, it would require additional shipping facilties and security guards causing a heavy financial burden on Boise Cascade.

    C. If the limited number of trucks that are required to load out after normal working hours could utilize the 1st Street exit it would greatly reduce the added cost as mentioned in paragraph B above.

    D. Some trucks are in town for the first time and are not familiar with the location of the mill. This problem could be reduced if proper directional signs were installed on Highway 30.

    E. The average daily truck movement is, lumber - 3, vineer - 13 to 18.

    F. Mr. Probst has never been contacted regarding their position and thoughts on this proposed route.

Because of the above findings, it is recommended that the City Council continue their investigation and preliminary engineering by the State Hihgway Division on this proposed truck route. It is also being recommended that the City Council and Highway Division maintain contact with Boise Cascade for their input regarding the number and type of trucks, required alternation to facilities, and any other pertinent information that may arise.

Dated this 14th day of January, 1976.

M E McMichael

M. E. McMichael, Chairman
St. Helens Planning Commission

Attested:

D. A. Linhares, Secretary

577

St Helens
FAUS

1859

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-~~2090~~ 3143

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 14, 1975

D. A. Linhares
City Recorder
St. Helens, OR 97051

Preliminary Engineering Agreement
St. Helens Truck Route FAUS Project
City of St. Helens

Here are four copies of an agreement covering preliminary engineering for the proposed Truck Route FAUS project. Please review this and if satisfactory secure signatures of the appropriate City officials, returning three signed copies to this office with copies of the authorizing ordinance and retaining the fourth copy for your information. Following final action by the Transportation Commission you will be sent a fully executed copy for your records.

Preliminary engineering costs are estimated at $20,000, of which the City share (11%) is $2,200. Processing will be expedited if the City will submit its check or warrant in that amount to this office. Engineering costs incurred prior to written authorization to proceed are not eligible for Federal participation. You will be advised as soon as we receive that authorization.

Jon Rose
JON ROSE
Regional
Federal Aid Engineer

JR/b
bcc Dick Unrein

Unrein
#

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81-734-3122

8775

Faus
St Helens

Salem, Oregon
November 12, 1975

GEZ
for Richard Unrein
Urban Engineer

FAUS Project P. E. Agreement
St. Helens Truck Route
City of St. Helens

Mr. Jon Rose
Region 1 Federal Aid Engineer
Milwaukie

Attached are five copies of the proposed agreement covering the preliminary engineering portion of the subject project. This agreement has been revised as you requested and specifies that state will perform the major portion of preliminary engineering, and city will prepare preliminary environmental impact statement and hold any required hearings.

Please destroy the agreements previously submitted and forward the attached to the City of St. Helens as requested in our letter of November 6, 1975.

GEZ:sch

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8775

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Region 1 - Milwaukie
November 10, 1975

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: ST. HELENS TRUCK ROUTE
FAUS PROJECT

TO: DICK UNREIN
Urban Engineer

The City of St. Helens had retained a consultant, Whiteley-Jacobsen and Associates to perform preliminary engineering on the FAUS truck route project in that city. Now the City has decided that it would prefer to have the preliminary engineering done by the Highway Division and have advised us by letter, a copy of which is attached. This development will require that a new agreement be prepared and I discussed this with Gary Zehner this morning.

This project has been moving slowly up to now and it would be well to expedite it if at all possible.

JR/lms
Attachment

Unrein

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1975
☐ ENGR. ☒ COOR. ☑ UE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

City of St. Helens
P. O. BOX 278
St. Helens, Oregon
97051

November 5, 1975

Mr. Jon Rose, Regional Federal Aid Engineer
Oregon State Highway Division
Region 1
P.O. Box 01257
Portland, OR 97202

Subject: Truck Route - FAUS Project

Dear Jon:

Our consultants have advised us that we should forgo having them perform the engineering on this project and have the Highway Division do all the work. This recommendation is based on the guidelines developed by the Highway Division that stipulate the final design will be done by the State. They feel the size of the project does not warrant dividing the preliminary and design engineering. Such a division of responsibility would only create coordination problems and inefficiencies.

Therefore the City requests that the State prepare a project agreement and program of engineering setting forth the engineering costs and schedule for the project.

Very truly yours,

Rod Norwood

Rod Norwood
Mayor

RN:vp

cc: Whiteley, Jacobsen & Associates

OE
TE
UE
SG
ENV

RECEIVED
[illegible] 1975
REGION 1

RCM
RSC
RBI
LOC

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8775

Salem
November 6, 1975

for GEZ
Richard Unrein
Urban Engineer

FAUS Project P.E. Agreement
St. Helens Truck Route
FAU 6220, 6270 and 6260
City of St. Helens

Mr. Jon Rose
Region 1 Federal Aid Engineer
MILWAUKIE

Attached are five copies of the proposed agreement covering the preliminary engineering portion of the subject project. Please forward to the City of St. Helens for signatures and return the three bound copies.

Also attached are two copies of a notification of advance deppsit for the subject project. The City's 11% share of the estimated cost of preliminary engineering ($20,000) is $2,200. Please request a $2,200 advance deposit from the City of St. Helens, and when you have received their check, attach a copy of the notification and send it to the Finance Branch.

GEZ:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

8775

Faus
St Helens

Salem
November 5, 1975

for GEZ
Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
BUILDING

City: St Helens Section: Columbia River Highway-Sixth Street Section
Gable Road-Old Portland Road-Plymouth Street
FAU 6220, 6270 and 6260
2.0 Miles

Proposed Work: All phases of preliminary engineering by State, City ~~and Consulta~~nt necessary to prepare project for contracting.

Costs:	Total	Federal	State	City
*Preliminary Engineering:	$ 20,000	$ 15,600	$ 2,200	$ 2,200
Construction:	(157,000)	(122,460)	(17,270)	(17,270)
Total	$177,000	$138,060	$19,470	$19,470

*Field--$15,000 P.S. and E.--$5,000

Approved by Transportation Commission: 10/28/75

See attached project application for additional project information

GEZ:dp

Attachments

11-10-75
Told Cliff Law
no work by Consultant.
GEZ

M

N

8775

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-~~3090~~ 3103

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 28, 1975

RECEIVED
COUNTY & CITY SECTION
OCT 29 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☑ RPE ☐

Dean Hergesheimer
Whiteley, Jacobsen & Associates
8525 N. Lombard
Portland, OR 97203

St. Helens Truck Route
FAU
Project Assessment

I have reviewed and field checked the draft assessment on the subject project and find that the following information is needed for its completion.

1. What action did the City Planning Commission take when it considered the project on January 24, 1974?
2. Have any other official steps been taken in the interim?
3. What are the existing typical sections for:
    a. US 30 - Portland Road (Gable Road)?
    b. Gable Road-Kaster Road (Portland Road)?
    c. Kaster Road-3rd Street (Plymouth Street)?
4. What was the date and location of the ADT (3676) given in the draft assessment? Are figures on percent truck traffic available?
5. Are there figures available for the projected ADT (1995)? % trucks? (These are optional for the assessment, but will be required for a negative declaration.)
6. If funding turns out to be insufficient to cover the entire project, in what order will the units receive priority for improvement?

Form 81-734-3122

*7. Your letter, dated August 27, 1975, mentioned that "alternative corridors" had been considered for the route. What were these corridors, and why were they rejected, specifically? My field observations indicate substantial conflicts between land use and the existing and proposed truck route. It will be necessary, in the negative declaration or EIS, to detail the reasons for tolerating the conflicts and associated adverse impacts of the proposed project in lieu of those of alternative corridors. This cannot be done adequately without addressing reasonable alternative corridors/designs, and these shall be referenced briefly in the assessment.

8. The draft assessment indicated that a public hearing would not be required. In view of the probable impacts of noise and truck traffic, and the probable strong interest of the affected neighborhood, an adequately publicized public hearing is recommended.

9. Which Comprehensive Plan(s) (City? County?) are involved in the local land use designations? Is the truck route specifically addressed? If so, how is the truck route/residential conflicts addressed?

10. The draft assessment states that truck traffic in "other areas" will be reduced, or eliminated by the proposed project. What are these other areas or streets?

Upon receipt of the above information, I will add it and other data to the draft assessment, send you a copy for review, and upon your concurrence (and suggestions, if any) forward it to Salem for processing.

Please feel free to call me at 653-3103, if you have any questions regarding the above.

Craig P. Markham

CRAIG P. MARKHAM
Regional Environmentalist

CPM/b
cc: City of St. Helens
bcc: L. W. Rulien
Don Harwell
Gary Potter

8775

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
OCT 28 1975
4 M

SUBJECT Federal Aid Urban System
Project Requests

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

NOTED
[illegible] W. HEAD

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

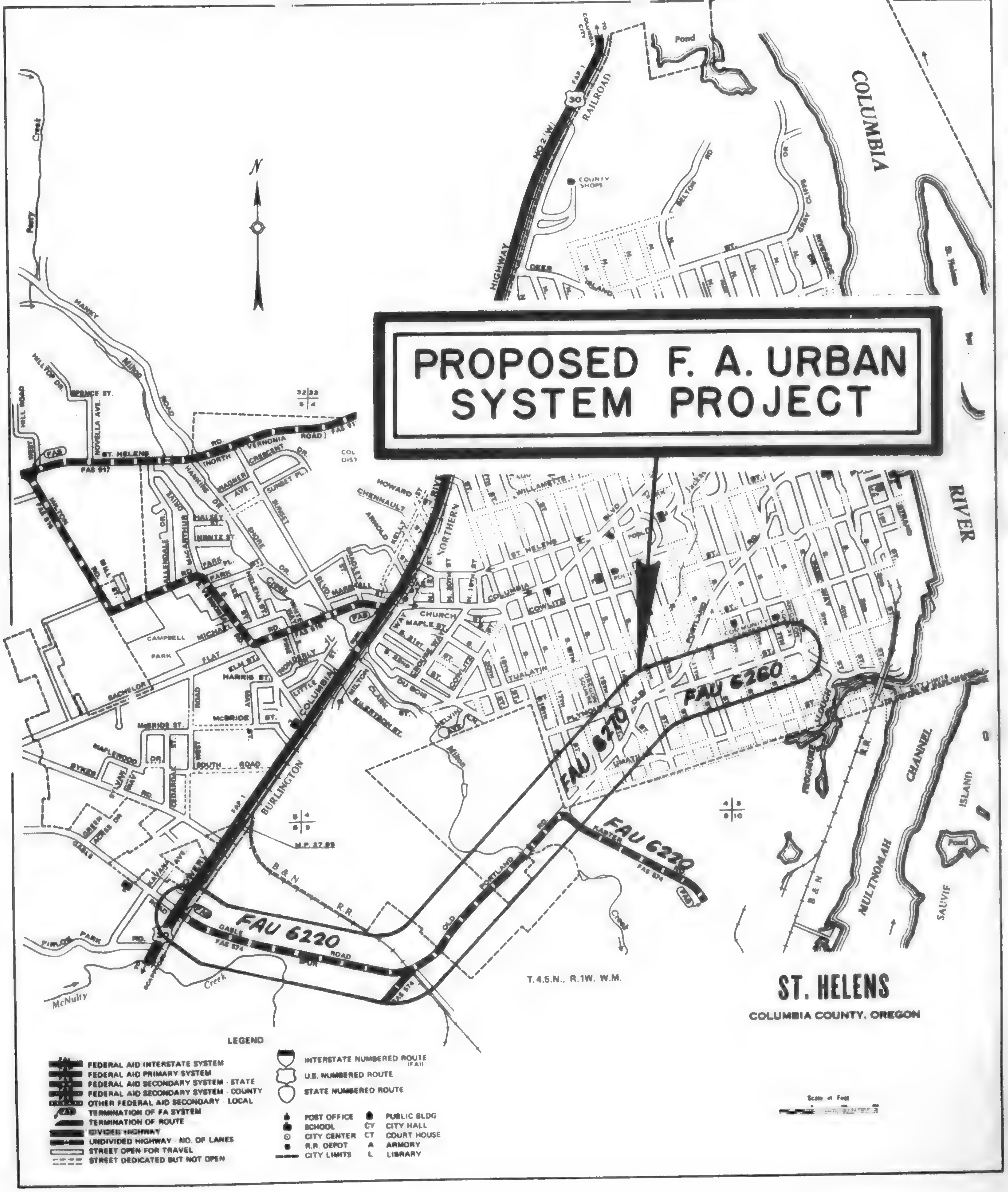
GEZ:scr dpy

CITY OF ST. HELENS
Proposed Urban System Project

Columbia River Highway-6th Street
Gable Road-Old Portland Road-Plymouth Street
FAU 6220, 6270 and 6260
Grade, Pave and Signals
2.0 miles; $177,000

This project entails all the work and costs to improve and develop a truck route in south St. Helens. Work involved consists of engineering, grading, paving, channelization, signing and signalization.

75-1
10/15/75



PROPOSED F. A. URBAN SYSTEM PROJECT

ST. HELENS

COLUMBIA COUNTY, OREGON

8775

FAUS
St Helens

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OR 97310
September 15, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. N. Harwell
County-City Engineer

SUBJECT: Proposed Traffic Signal
Old Portland Rd. @ Plymouth St.
& Kaster Rd.
St. Helens

The proposed traffic signals for the above mentioned Federal-Aid Urban System project has been reviewed and the following comments are offered:

1) Kaster Road intersection would have to be treated as a three-phase operation because of the offset.

2) Plymouth Street intersection could be a two-phase operation with the proper channelization.

3) The estimated cost of both projects is $65,000 for the signals and with control signs and temporary protection the estimated cost shown as $86,000 should be adequate.

L E George
L. E. George
Traffic Engineer

WRZ:pb

Warrants?

[illegible]

RECEIVED
COUNTY & CITY SECTION
SEP 16 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

Rev. 5/28/74
8775

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date __________

Applicant Agency: City of St. Helens, Oregon

Federal Aid System Route No. ______ Route Name: Gable Rd/Old Ptld Rd/Plymouth St.

Project Name: St. Helens Truck Route Improvements

Project Length: 2 miles Project Location (Attached sketch map)

Project Description: Project consists of grading, paving, channelization, signalization and signing of an existing roadway to upgrade the facility to handle heavy truck traffic serving the industrial area south of the city.

Average Daily Traffic: 3676 Design Speed: 45 / 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width: 28' Travel Lanes: 2 @ 10' Shoulders: 4'

Medians: none Parking: none (unrestricted on shld)

Sidewalks: none

Other: __________

2. Desired Roadway Cross Section: (Attach sketch)

Width: 44' Travel Lanes: 2 @ 12' Shoulders: 10'

Medians: none Parking: none

Curbed: no Length Curb Radii ______

Sidewalk/Bikeway: no

Other: __________

FOOTNOTES: __________

Description of Proposed Roadway Work: Grading, widening, paving and overlays. Channelization and open drainage improvements.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' & 80' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain Existing r/w adequate for the proposed improvements

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will applicant acquire right-of-way and have State review negotiations?
Yes________ No________

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes_______ No_______

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Automated signalization at Highway 30 and Gable Road. 4-way pretimed signal at Old Portland Road and Kaster.

2. Proposed Signalization:

Location Old Portland Rd. & Kaster Rd.
Plymouth St. & Old Portland Rd.
Type Traffic Actuated
Phases 3
Type of Suspension Cantilever arm

Interconnected none
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location None
Type

V. STRUCTURE DATA

1. Existing Structure:

Location Bridge at Old Portland Road & Milton Creek
Type Concrete

Size 24' wide x 53' long
To Remain in Place? Yes

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? yes Location Gable Rd at Hwy 30 - Crossing 5A-26.70 Gable Rd at Old Portland Rd (Crossing 5A-27.61-C)

Type of existing crossing Grade

Existing crossing protection Cross-bucks & flashing lights

Name of Railroad Burlington Northern (S P & S)

Number of tracks: Mainline 1 (0) Siding 1 (spur) Total 2 (spur)

Angle of Intersection 5A-26.70 @ 90 (5A-27.61-C) @ 45

Sight distance: (Direction) both Distance 1 mi plus

(Direction) (both) Distance (1/8 mi)

Number of Trains: Passenger 0 Speed

Freight 2 (10) Speed switching

2. Will existing railroad crossing be altered? no

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections NONE

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 70,000
Right-of-Way Costs (If participating)	-0-
Traffic Control	86,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	21,000
PROJECT TOTAL	$ 177,000

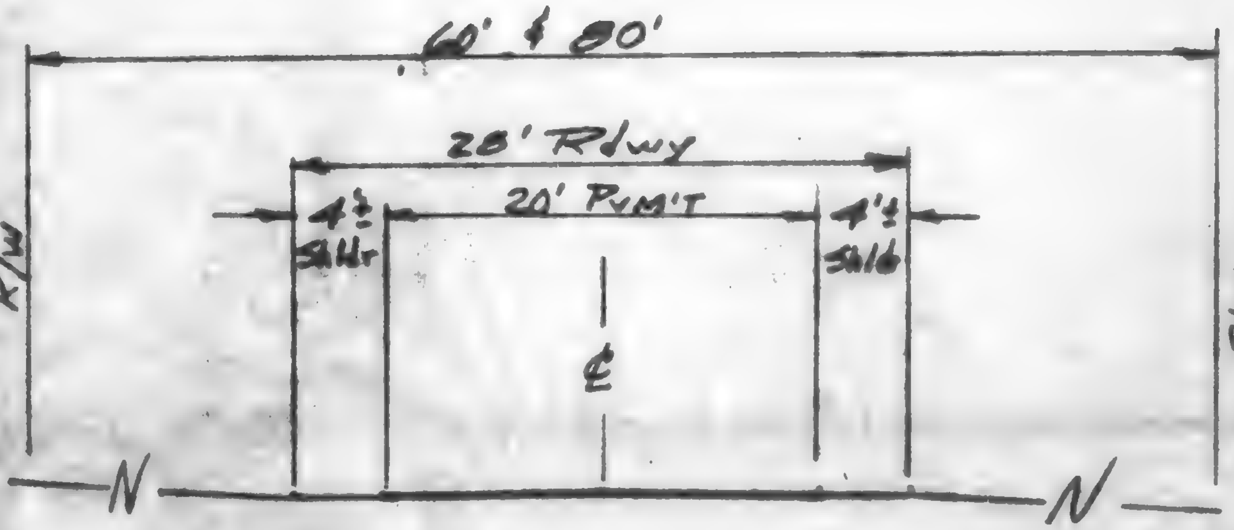
FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

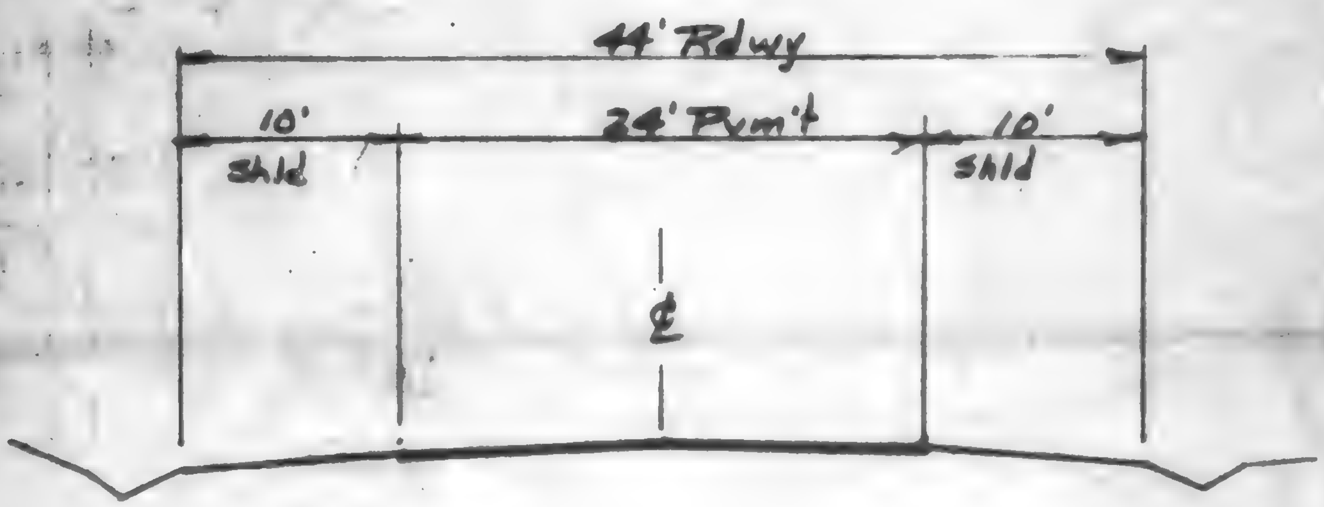
City of St. Helens, Oregon
By Mayor
By Recorder

County
By
By
By

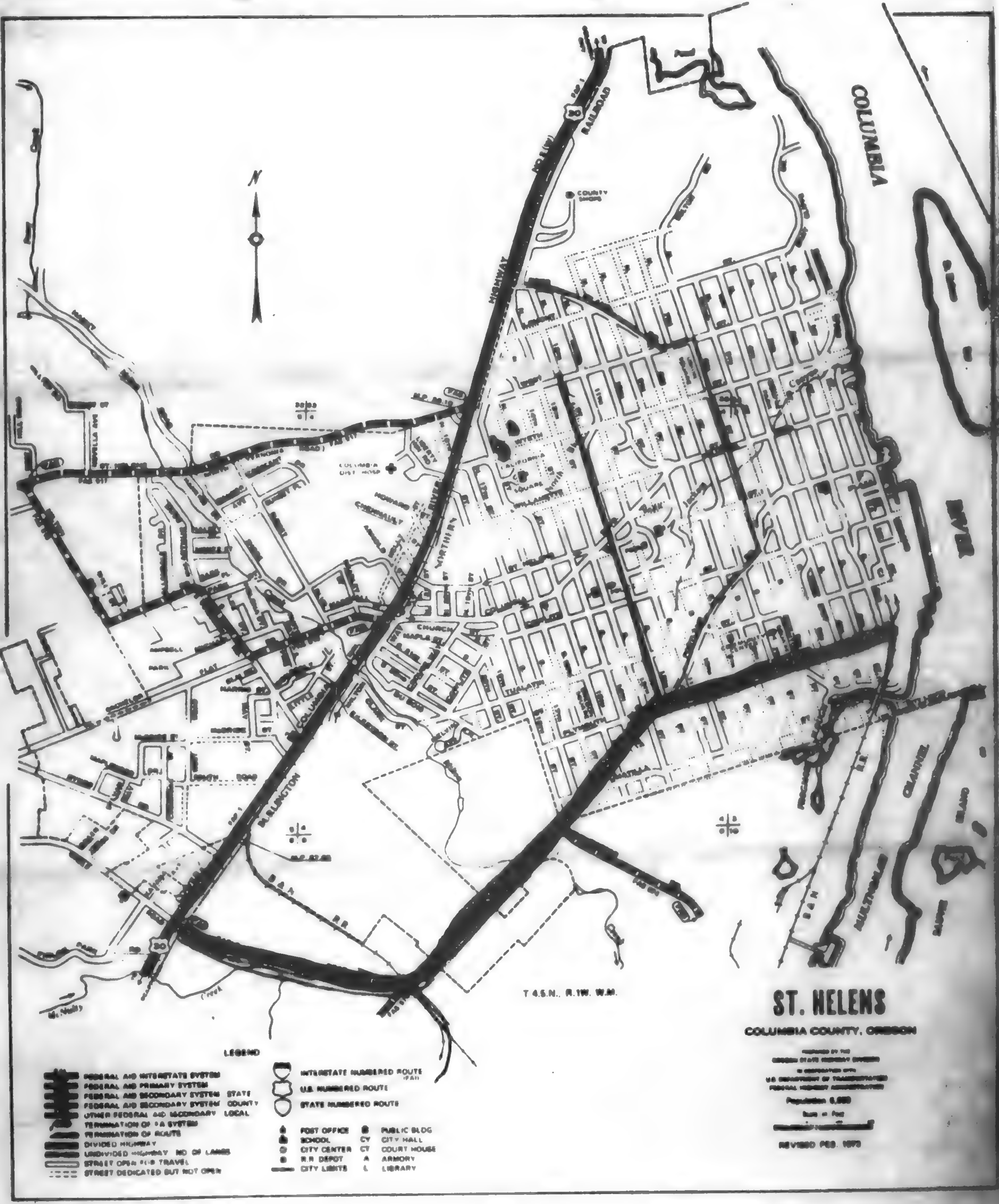
CITY OF ST. HELENS - TRUCK ROUTE



EXISTING ROADWAY



DESIRED ROADWAY


ST. HELENS
COLUMBIA COUNTY, OREGON
REVISED FEB. 1973
T 4 S.N., R.1W. W.M.
COLUMBIA
RIVER
CHANNEL
MULTNOMAH
HIGHWAY
RAILROAD
CHURCH
COLUMBIA DIST. HOSP.
COUNTY SHOPS
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

8775

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 2, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: St. Helens Truck Route
FAUS

TO: DICK UNREIN
Urban Engineer

You asked questions regarding the St. Helens Truck Route project and the Region I office also had a question regarding the environmental problems which might be encountered. I asked these questions of the City and received the attached reply from Whiteley-Jacobsen and Assoc. who will be acting as engineers for the City.

The Environmental Assessment is now being reviewed by Craig Markham who has some reservations about the project, but the City is anxious to proceed and we should expedite processing to the extent possible until the environmental questions are resolved.

Unrein

JR/b
att

RECEIVED
COUNTY & CITY SECTION
SEP 2 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WHITELEY, JACOBSEN & ASSOCIATES
Engineers & Architects
8525 NORTH LOMBARD
PORTLAND, OREGON 97203

OE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 28 1975 RSC
SO REGION 1 RBI
ENV LOC

August 27, 1975

Mr. Jon Rose, Regional Federal Aid Engineer
Oregon State Highway Division
Region 1
P. O. Box 02157
Portland, Oregon 97202

Subject: City of St. Helens - Truck Route

Dear Jon:

The City has referred your letter of August 22 to us for comment. In response to your questions, we submit the following information.

The scope of the project and the $177,000 cost estimate is based upon the desireable improvements to upgrade an existing roadway to make it more suitable as a truck route. The total length of the truck route is about 2 miles, however, the first mile (Gable Road & Old Portland Road from Gable Road to Kaster Road) will not require much more than signing in the way of improvements. The section of Old Portland Road from Kaster to Plymouth Street should be regraded and a new a.c. pavement placed together with some drainage improvements. Plymouth Street from Old Portland Road to Sixth Street should be graded and shaped to provide a proper crown for drainage control and then paved. Thus the roadway improvements consist primarily of grading, shaping and paving.

As indicated on the project request signalization is proposed on Old Portland Road at Kaster Road and at Plymouth Street. In conjunction with the signalization at Kaster Road channelization of the intersection will facilitate traffic flow.

The $177,000 estimate is based on the above described improvements which are desireable to facilitate truck traffic. At the time of making the project request some four months ago, there was a possibility of obtaining other funds. These have not materialized but the City is continuing to pursue all avenues of funding.

The City intends to do as much of the work as present funding will allow and complete the work as funds become available. Just how the work would be cut back has not been discussed and probably that decision won't be made until we know just what the construction costs are.

We do not feel the estimate is optimistically low for the work anticipated. However, the longer the City must wait for authorization the less they will be able to accomplish with the available funds. Therefore, on behalf of the City we urge that the project request and authorization be expedited in every way possible.

In answer to the question concerning that portion of the project in the county, the project has been reviewed with the Commissioners and we have their endorsement of utilizing FAU funds. The major expenditure for the improvements will be on sections of the route within the City or contiguous to the present city limits. The City is aware of the County's budget limitations and the sharing of local matching funds will be settled in the near future. If necessary the City is prepared to provide full matching monies at least on an interim basis.

The environmental concern has been carefully considered. Alternate cooridors have been considered and the subject route selected as the best alternative. The present residential development along the selected route is the lowest of all possible routes. With the improvements proposed the environmental effects will be minimized and are considered to be insignificant and a negative declaration is certainly in order.

We hope this sufficiently clarifies the concerns you have expressed. Should you have any further questions, please do not hesitate to contact me.

Yours truly,

WHITELEY, JACOBSEN & ASSOCIATES

Dean Hergesheimer

Dean Hergersheimer

cc: City of St. Helens

8775

FAUS
St Helens

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 22, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: St. Helens Truck Route
FAU Project

TO: DICK UNREIN ✓
Urban Engineer

Here is a letter from the City of St. Helens advising of the selection of Whitely-Jacobsen & Assoc. to serve as consultant on the St. Helens Truck Route FAU project. I discussed this briefly with Mainor Holmes who felt that the selection process complied reasonably with established requirements.

The City has been advised by letter that their records should document the steps taken in selecting this consultant and information from the Federal Aid Highway Program Manual, 6-1-2-2-, has been sent to assist in preparing a Consultant Agreement. In addition, the question of cost estimates, financing, County involvement and environmental concerns was brought up. We'll forward the City's reply when it is received. ✓

Gary A

JR/b
att

RECEIVED
COUNTY & CITY SECTION
AUG 25 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

City of St. Helens
P. O. BOX 278
St. Helens, Oregon
97051

OE RE RME RCE NOTED JON ROSE
TE RECEIVED RSM
UE AUG 18 1975 RSC
SO REGION I RBI
ENV LOC

Mr. Jon Rose
Oregon State Highway Div.
P. O. Box 02157
Portland, Oregon 97202

Re: St. Helens Truck Route

Dear Sir:

Reference is being made to our application for FAU funding of May 17, 1975 for a proposed truck route in the City of St. Helens.

Since submitting the above application, we have had contact with several consulting engineering concerns. The four (4) that we have had some contact with are:

Dorner & Tunks, Inc.	Homer V. Tunke
Klein & Stuckey	Andrew Klein
Robert E. Meyer	Ben Dutson
Whiteley, Jacobsen & Assoc.	Dean Herbsheimer

It is our sincere feeling that the consulting firm of Whiteley, Jacobsen & Assoc. should be retained to complete the engineering phase of this project. They have done some preliminary work on this as well as other projects for the City of St. Helens. In all cases the results of their engineering expertise has been excellent and we feel that they are well qualified to perform the necessary engineering on the proposed truck route.

We would appreciate your early response to our above request to enable us to complete this badly needed truck route.

Yours truly,

D. A. Linhares
City Recorder

RECEIVED
COUNTY & CITY SECTION
AUG 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8775

FAUS
St Helens

Salem, Oregon

August 18, 1975

Mr. Jon Rose
Region 1 Federal Aid Engineer
Milwaukie

Richard Unrein
Urban Engineer
County-City Unit

FAUS Project Request
Industrial Truck Route
St. Helens

On May 2, 1975 you forwarded a FAUS request for the subject project. In our May 6, 1975 telephone conversation I raised the following questions:

1. What procedure did the city use in selecting the consultant.
2. The $177,000 estimate appears low when you consider only $70,000 of the estimated cost applies to improving a two-mile length of roadway.
3. Present FAUS allocations will only fund a $115,000 project.

Presently we are holding the project in abeyance awaiting response to the above items. In addition to the above, we will need to know the extent of Columbia County's involvement as a large portion of the project is outside of the city limits. A draft environmental assessment has not been received.

cc: L. W. Rulien

RU:scr

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

8775

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 9, 1975

FILE: PLA

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: ST. HELENS SECTION
LOWER COLUMBIA RIVER HIGHWAY

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER
To Klaboe

On Wednesday, June 4, I attended a meeting of the Transportation Committee of the St. Helens Chamber of Commerce in the planning office of the St. Helens courthouse. Gus Tusten (397-4224) is the chairman of the committee. The purpose of the committee is to get the Highway Division to do something about the "St. Helens problem".

The group had met earlier with Ed Hunter, at which time they expressed their interest in getting the Highway Division working on an upgrading of the highway through St. Helens and Ed has told me that after July he will have a recon study made of the area. In the meantime, Ed asked the committee to take a look at the problem and come up with some tentative solutions on their part. In order to get started on this, they asked if I could provide some aerial mapping of the city. I have contacted Fred Jeter and obtained aerial photos flown in 1974. These may not be wide enough to give the committee an area to study for a bypass, but we'll start with them anyway. They also had a copy of a 1971 Origin Destination Study for St. Helens, which Mr. Hunter had given them. They asked for additional copies and I was able to obtain two from Bill Albright.

I told the group that I thought we should work together on a cooperative study to determine what the highway improvement through St. Helens ought to be. As far as I could tell, they have no preconceived notion about whether the improvement should be a widening of the existing highway or a bypass route. They expressed a willingness to work together with us on the study and as long as we can show them progress from time to time I believe we will get along fine with them.

RECEIVED
JUN 16 1975
Office of
Assistant State [illegible]

RECEIVED
STATE HWY ENGR
JUN 11 '75
REFER TO
a99
FOR
Info | [illegible] | [illegible] | D.R | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
JUN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ELH/cr
cc E. S. Hunter
V. D. Wolfe
W. W. Geibel

$ 89,418 fed = [illegible]

8775

FORM 81-734-3030

FILE: INT 9

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 2, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: CITY OF ST. HELENS
Urban System Requests

TO: G. N. HOPKINS
Program Development Engineer

Here is an Urban System request from the City of St. Helens accompanied by correspondence with Columbia County indicating approval. A Draft Environmental Assessment was not submitted but is being prepared by the City's consultant, Whitely, Jacobsen & Associates. That will be forwarded after we receive it and have a chance to look it over.

What about consultant selection process.

The consultant will be requesting permission to perform preliminary engineering on this project and has been instructed to submit evidence indicating their capabilities.

This is being sent now with the thought that some of the preliminary processing can be accomplished while awaiting receipt of the other required documents.

5/6/75 Called Jon Rose RE: Consultant Selection Process and Low Cost est. and Lack of FAUS funds to complete project. He will check w/city & advise us.

HM

JR/b
att

MA[illegible]R C. HOLMES

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY MAY - 5 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

The City of St. Helens
OFFICE OF CITY RECORDER
P. O. BOX 37
St. Helens, Oregon
97051

OE [✓ RE] RME [✓ RCE] [✓ FAE]
TE RECEIVED RSM
UE APR 30 1975 RSC
SO REGION 1 RBI
ENV LOC

April 25, 1975

Oregon State Highway Division
Region I
P. O. Box 02157
Portland, Oregon 97202

Attention: Jon Rose, Regional Federal Aid Engineer

Re: Federal Aid Urban System Project Request

Gentlemen:

Enclosed is a completed Project Request for your review and approval. Also enclosed are copies of our letter of March 13, 1975, to the County Commissioners and their letter of April 2 in reply.

The City Council approved the Project Request at our regular meeting on April 1.

We trust everything is in order and that your approval will be given soon. If you have any questions, you should contact our engineers, Whiteley, Jacobsen & Associates, 8525 N. Lombard, Portland, Oregon 97203, to the attention of Dean Hergesheimer, phone 286-8803.

Yours truly,

Rod Norwood

Rod Norwood
Mayor

RN/djg

cc: Whiteley, Jacobsen & Associates
Columbia County Commissioners w/attachments

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

April 2, 1975

Mr. D. A. Linhares
City Recorder
City of St. Helens
P. O. Box 37
St. Helens, Oregon 97051

Re: FAU Funding - Truck Route

Dear Mr. Linhares:

The Columbia County Board of Commissioners concurs with the recommendation contained in your letter of March 31 regarding establishment of a truck route to serve the industrial area along the river, i.e, from Highway 30 and Gable Road, to Old Portland Road, to Plymouth Street, to the Boise-Cascade lumber facilities.

The county roadmaster, Sam Hollinger, will work with you in any way possible for development of the proposed truck route.

Sincerely,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

Chairman

C. W. Ham
Commissioner

Carl Minkoff
Commissioner

FF:gs

CC. To DEAN [illegible]
ZANIKER

March 31, 1975

Honorable Chairman and County Commission
Columbia County, Oregon
P. O. Box 366
St. Helens, Oregon 97051

RE: FEDERAL AID URBAN FUNDING OF TRUCK ROUTE

Gentlemen:

The City of St. Helens intends to establish a truck route to serve the industrial area along the river.

Your County Planning Commission has recently considered the truck route question and has concurred with the City Planning Commission's recommendations. The route proposed is from Highway 30 and Gable Road, to Old Portland Road, to Plymouth Street, to the Boise Cascade lumber facilities.

We are prepared to submit a Project Request to the State Highway Division for funding of the improvements through the Federal Aid Urban System program. With our submittal we need evidence of the County's approval for funding the project from Urban System funds allocated to our urban area. We hope you can consider this matter at your next meeting and provide us with your written endorsement of this project and the use of Urban System funds.

We feel this is a very worthwhile project that will benefit the entire community, so your early reply will be appreciated.

Yours truly,

D. A. Linhares
City Recorder

DAL/dj

8775

January 9, 1974

Mr. J. G. Long
1650 Wilton Road, Apt. 1
Tacoma, Washington 98465

Dear Mr. Long:

This is in reply to your letter of December 2, 1973 regarding future highway plans for the Columbia River Highway (US30) at St. Helens.

The Highway Division has not developed any plans in the St. Helens area to the extent that would indicate where US30 might be relocated, if at all, and consequently we do not know how the McBride School area might be affected.

When our planning becomes more specific, we hope to obtain comments from public agencies in the area as well as the local citizenry. As you know, the social, economic and environmental impact of the facility on the area will have to be evaluated. Public involvement will culminate in a public hearing.

The planning process requires time and it is likely it will take at least five to eight years before plans can be developed to a definite stage.

This will give you some indication as to the immediate future of US30 and may be helpful in the resolving of your problem.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

GCW:jp jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

1650 Wilton Roadm Apt. 1
Tacoma, Washington 98465
December 2, 1973

Department of Highways
State of Oregon
Salem, Oregon

Dear Sirs:

Will you please inform us of the plans for the Highway 30 location or development in the St. Helens, Oregon area?

We have property near the McBride School in St. Helens and would appreciate knowing whether the highway will be located in this area.

Thank you.

Sincerely yours,
J. G. Long

(J. G. Long)

RECEIVED
STATE HWY ENGR
DEC 10 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
DEC 11 1973
LOCATION SECTION

RECEIVED
DEC 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1973
HIGHWAY
ADMINISTRATIVE SERVICES

8775

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
March 31, 1972

SUBJECT: Contact
St. Helens Section
Lower Columbia River Highway
Dino's Pizza

To: Mr. Victor D. Wolfe
Location Engineer
State Highway Building
SALEM

Attached is self-explanatory correspondence from R. T. Ewen together with a sketch map indicating property lying adjacent to the Lower Columbia River Highway near Millard Road on which is situated Dino's Pizza, and which is owned by a Mr. and Mrs. Wallen. The Wallens have expansion plans and were concerned with the affect future highway projects may have on their property. They were advised that we do not have definite plans at this time, but that if future improvement consisted of a new alignment it probably would not affect their property at all, and they were given the probable dimensions if the highway were improved in its present location.

L. W. Rulien
Regional Engineer

NOTED F. B. KLABOE

LWR/cr
Attachments
cc R. T. Ewen

NOTED VICTOR D. WOLFE

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 29, 1972

SUBJECT: St. Helens Section
Lower Columbia River Highway
Dino's Pizza Property
Prefix 5-1491

To: Mr. L. W. Rulien
Regional Engineer
BUILDING

As per your request, I met with Mr. and Mrs. Wallen, owners and operatros of Dino's Pizza, located on the subject highway, on the southwesterly side at approximately MP 27.0. The attached Xerox sheet of tax lot map showing Wallen ownership.

We were advised that Dino's Pizza has imminent plans for enlarged construction of subject property. The present restaurant is on leased property. They requested some information relative to the width of our proposed taking, if we were to widen the existing highway for a four lane facility. They also desired further liaison through their architect and our offices as their plans became more firm.

The Wallen property has approximately 230 feet of highway frontage and approximately 450 feet of frontage on the northerly side of Millard Road. The Wallen property is colored in red on the attached map while the present restaurant and leased site is colored green.

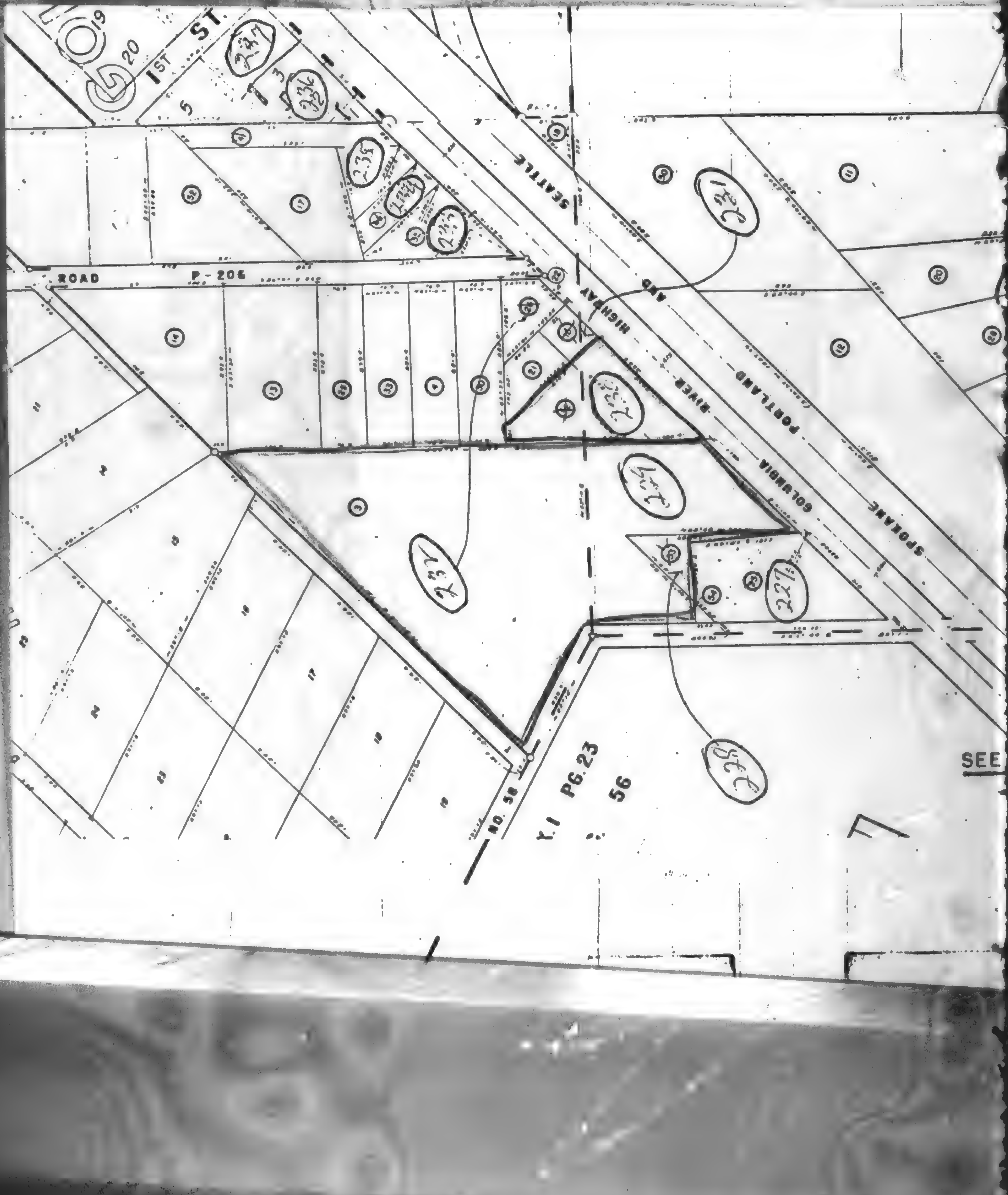
I advised Mr. Wallen that the total right of way for a four lane facility would approach 150 feet in width. This would require approximately 80 to 90 feet additional taking from his tract. He advised that he desires to locate his building close to this line, utilizing the front portion for customer parking in the interim and possibly rear parking and entrance when the highway is developed. It was also discussed as to the desirability of an additional street or service road being established southwesterly of highway and extending from Millard Road to Division Road, also known as County Road P-206.

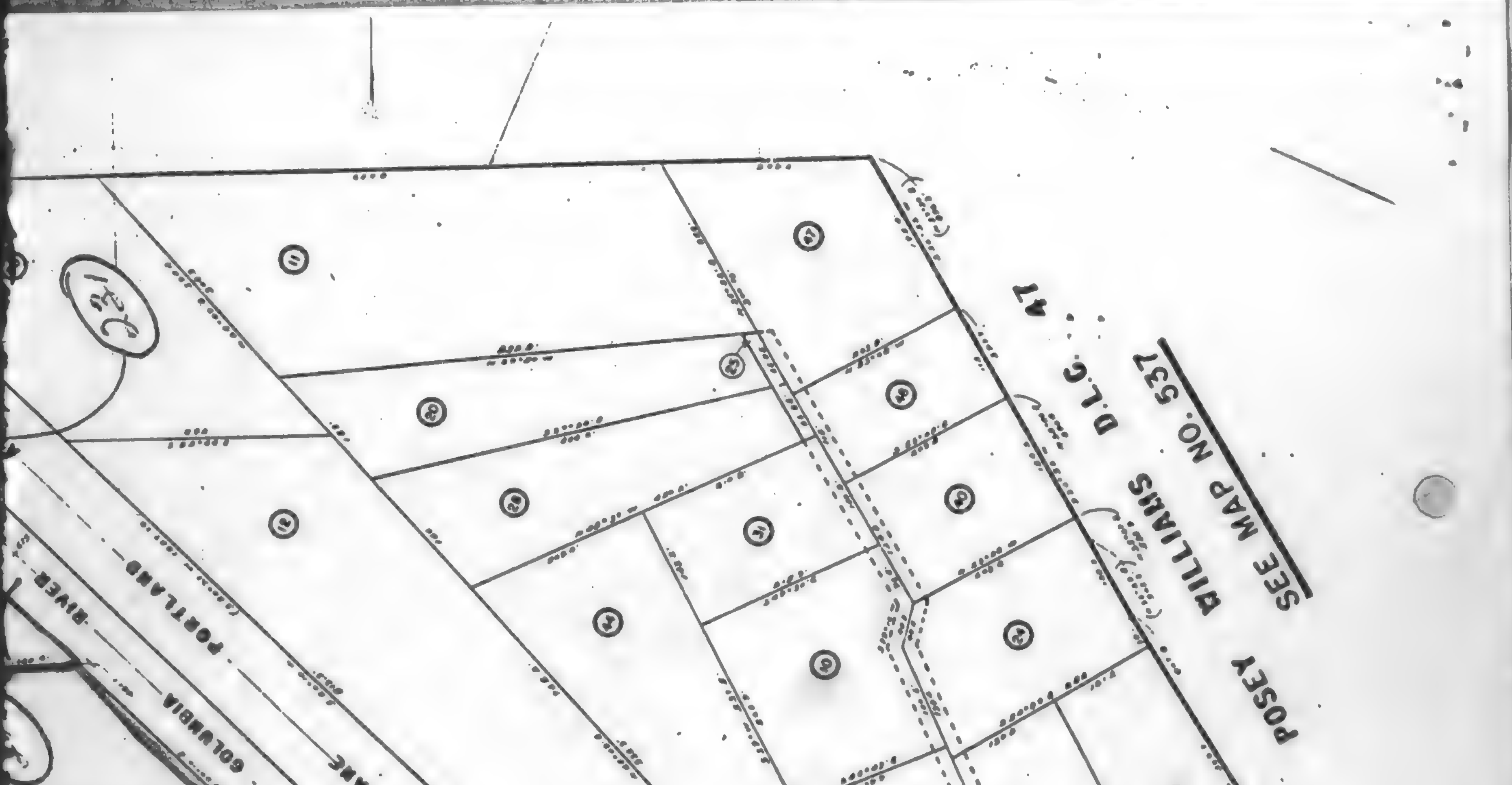
The Wallen's have overall development plans, including the restaurant, plus multiple family units with some related services. At the present time they are having difficulties changing the zoning of their tract from residential to commercial or multiple family usage. Mr. Wallen appeared satisfied with our contact, thanked us for our information and discussion and said he would later meet with us relative to his architectural plans.

Robert T. Ewen

Robert T. Ewen
Resident
Locating Engineer

RTE/bd
cc: 1


19
20
1ST ST
5
3
237
236
235
234
233
231
ROAD P-206
SEATTLE
AND
PORTLAND
SPOKANE
HIGHWAY
RIVER
COLUMBIA
232
229
230
227
228
NO. 58
Y.1 PG.23
56
SEE



SEE MAP NO. 537
POSEY WILLIAMS
D.L.C. 47
SPOKANE PORTLAND
COLUMBIA RIVER
MILLARD ROAD NO. 58
SEE MAP NO. 697
221
227
225

RECEIVED
NOV 30 1970
FORM E-30 (4-70)

8775

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
November 24, 1970

To: MEMO TO FILE

SUBJECT: Lower Columbia River Highway
US30 - St. Helens Area

On Thursday, November 19, a Mrs. Bonnie Stewart and a Mrs. LaVerne Crouse, both of the St. Helens area, were in my office to discuss the Lower Columbia River Highway. They represented interested citizens in the area.

Initially, they requested an appointment to obtain traffic data that might be used to convince the Highway Commission that upgrading of US30 should continue, particularly through Columbia County. They also requested information as to how projects were chosen and scheduled. Information concerning procedures to be used in appearing before the Commission were obtained from the Secretary's office for the women.

It was explained to the ladies that the Highway Commission was aware of the traffic data on file in the Highway Division and the needs concerning US30. The lack of financial ability to construct all needed sections on the ABC System was explained.

It is expected that a delegation from St. Helens will request an appearance at a Commission meeting sometime after the first of the year.

L. E. George
Operations Engineer

LEG:mk
cc: ~~F. B. Klaboe~~
Floyd Query
L. W. Rulien

REFERRED TO
Edw Porter
BY ASST. STATE HWY. ENGR

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

RECEIVE
JAN 16 1970

FO

8775

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 14, 1970

SUBJECT: Relocation
Lower Columbia River Highway
St. Helens Area

To: Mr. R. D. Asburry
Division Engineer
East Salem Highway Bldg.

In answer to your letter of January 12, 1970, on the subject matter, I believe that your rough draft answer to Mr. Keudell is very good and could well be sent out over your signature.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. BARBEE
Design Engineer

DJB/bdr
✓cc: Mr. F. B. Klaboe

RECEIVED
JAN 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1970

SUBJECT: Relocation
Lower Columbia River Highway
St. Helens Area

To: D.J. Barbee
DESIGN ENGINEER

Attached please find copy of a letter from Mr. Morris R. Keudell inquiring regarding relocation of the Lower Columbia River Highway in the St. Helens area. Also attached are newspaper articles and maps submitted by Mr. Keudell.

Attached is a rough draft reply as prepared by this office. As Mr. Keudell is desirous of making this a matter of record, I would think the official reply should come from the front office.

If you concur in this recommendation, will you please see that a reply is made to Mr. Keudell. If you prefer that this office reply, please advise and I will so answer Mr. Keudell.

R D Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/cg

Attach.

Routing

1 Barbee
2 [illegible]
A. Olson
Temple
[illegible]
[illegible]enson

Trout ↑
Wills
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
JAN 13 1970
DESIGN
DIVISION

Rough Draft Reply
RDA/cg
January 12, 1970

Mr. Morris R. Keudell
Route No. 1, Box 111
Warren, Oregon 97053

Subject: Relocation
Lower Columbia River Highway
St. Helens area

Dear Mr. Keudell:

In reply to your letter of January 5, 1969, in regard to the subject matter, please be advised that the Highway Division does not at the present time have a definite proposal for the relocation of the Lower Columbia River Highway (US30) in the St. Helens area.

Sometime back we had done some cursory looking for possible routes on aerial maps but have not done sufficient research or investigation to make such a determination at this time.

After such a determination is made public hearings will have to be held for comments from the local people regarding various alternates before the Highway Division will definitely decide on a new line.

The information you send from local newspapers I am sure did not come from the Highway Division. For its origin and authenticity, I would recommend the parties mentioned in the newspaper articles be contacted.

Very truly yours,

RECEIVED
DIVISION ENGINEER - Division No. 2
JAN 7 1970
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

January 5th, 1969

Oregon State Highway Department
East Salem Highway Building
Salem, Oregon 97310

Attention: Mr. Asburry

Newspaper article showing Planning Commission proposal.

In reguard to our conversation of a couple of weeks ago, enclosed is a copy of the article on the proposed route for the highway around the St. Helens area. Also, enclosed is a map of the area in which I have an interest. Our property is outlined in red.

As I mentioned on the telephone, we have the property for sale and a party was interested until the article appeared the the local paper showing the routing. Since then, another person has shown interest and again the same problem arised.

Personally, I don't care where the highway goes, I am interested in selling my place now. We are wanting to purchase another piece of acreage and need my equity out of this one.

Also, I would like your permission to publish your reply, inasmuch as I am sure other people in the area are incountering the same problem in trying to sell. If permission to publish is not possible it will be necessary to put the letter with the listing at the realty office.

Respectfully.

M. R. K

Morris R. Keudell
Rt. #1 Box 111
Warren, Oregon 97053

In a preliminary planning report, new route of U.S.
Helens and Scappoose instead

8775

NOTED
H. S. COX

June 16, 1969

Hon. H. E. McMichael
Mayor, St. Helens
City Hall
St. Helens, Oregon 97051

Dear Mr. McMichael:

Enclosed please find map showing state proposed by-pass of St. Helens. This map I promised you at our recent meeting.

As noted on the map, this scheme was originally proposed in 1967 and, of course, since that time events may have occurred that would make this scheme somewhat less desirable. In any event this will enable your people to more properly assess the situation and thus set the stage for future negotiations.

Very truly yours,

H. S. Cox
H. S. Cox
County and City Engineer

HSC:lat

Encl.

NOTED
P. B. Aronsmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

8775

St Helens & Scappoose
Hwy 2
St Helens-Mult Co Line Section

[illegible]

FORM E-30 30M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 27, 1969

SUBJECT: St. Helens
Scappoose

To: Mr. H. S. Cox
County-City Engineer
BUILDING

RECEIVED
MAY 27 1969
ENGINEER
COUNTY & CITY DIVISION

6-12-69

Meetings

6-17-69 (8:00 pm)
x-ref'd to Scappoose

Recent delegations from St. Helens and Scappoose met in Mr. Cooper's office and at the Commission meeting with a request that the State determine the location of the future facility through their communities. Apparently, they are both in the throes of working up large master sewer plans for their communities and feel that the location of the future highway would have serious effect on their plans.

Please therefore meet with the proper personnel from each of these cities in the near future and discuss the problem with them. As you know, we have estimated several alternate lines for each community, with a westerly bypass being the most logical one from our standpoint in either case. However, before the Commission can actually make a decision, it must hold a hearing and be in agreement with the cities as to the choice.

Please therefore ascertain if possible, without committing the State to any course of action, whether or not the Cities will agree to support us in our desire to build westerly bypasses.

Yes - with
Some reservations

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

NOTED
DON HARWELL

8775

April 15, 1969

10:45

Hon. N. W. Barmeier
Columbia County Judge
Courthouse
St. Helens, Oregon 97051

Dear Judge Barmeier:

Mr. R. L. Porter, Deputy Highway Engineer, has requested me to confirm your request for a delegation to appear at the next Highway Commission Meeting. The meeting will be held on Tuesday, April 22, 1969, in Room 122 of the State Highway Building in Salem.

We have reserved for this delegation the usual allotment of 15 minutes of time beginning at 10:45 a.m.

It is my understanding that the delegation wishes to discuss with the Commission plans for improvement on the Lower Columbia River Highway.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:aj

cc State Representative Wayne D. Turner
State Senator Wm. Holmstrom
Commissioners
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Ralph Sipprell

Del attached transcript of Jacksons remarks, FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 15, 1969

SUBJECT:

To: MEMO TO FILE

The following people met in the Highway Engineer's office on this date and discussed planning of the Lower Columbia River Highway in Columbia County:

Sen. Wm. Holmstrom
Rep. Wayne Turner
Judge M. W. Barmeier - Columbia County
Mayor Claude E. Phelps - Columbia City
Mayor Forrest M. Sanders - Scappoose
Mayor M. E. McMichael - St. Helens
Lyle F. Pieper - Port of St. Helens
Herb Bender - Rainier
F. Claire Fogel - Clatskanie
R. L. Porter - OSHD
F. B. Klaboe - OSHD

The Highway Commission's financial limitations were explained but the group requested early surveys so that local planning could be on a better foundation and proceed in a more orderly fashion.

A small committee from this group is scheduled to appear before the Commission at the April 22 meeting to discuss their problems.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell
Floyd Query

NOTED
FORREST COOPER

Jackson's comments following Columbia County delegation -

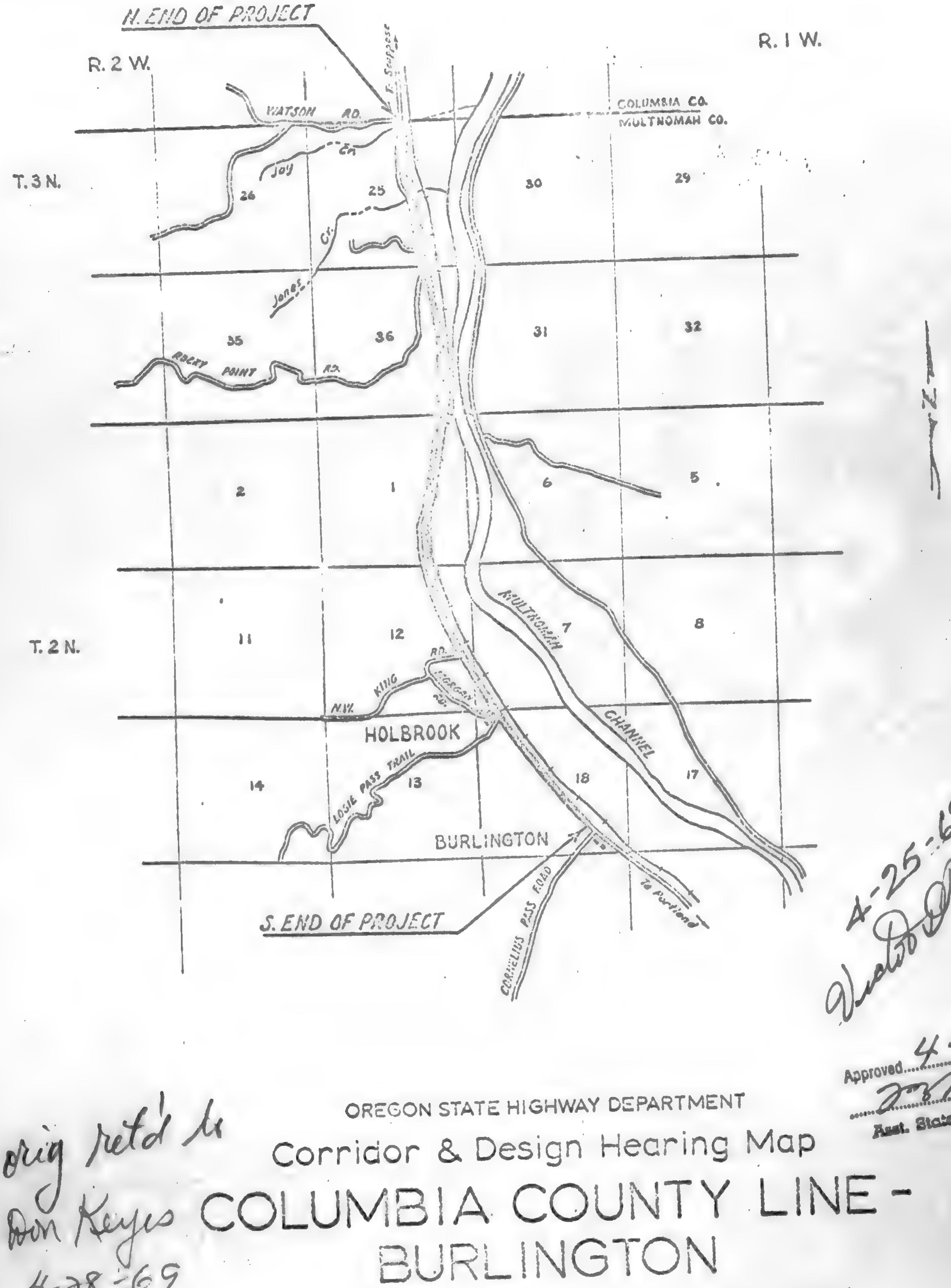
JACKSON: The preliminary surveys are just getting underway. The staff will have to take all of these things into account and coordinate their work both with the county and cities involved. We just haven't had the time as I understand it to actually activate the survey. It is just now getting underway. Do you have any comment on this Coop?

COOPER: No, I think that about covers it. Any possible funding is going to have to wait the different -

JACKSON: We are talking about 2½ million dollars for this particular section of the road and we are moving along or will be moving along as far as the surveys are concerned and then following up with just as soon as we can get it funded. We recognize that the development of the Lower Columbia is moving ahead very rapidly and there are a great many plans involving plants - new construction and of course court problems involving all of the communities along the Columbia River, including Astoria, an increase in commercial and industrial traffic along with the normal recreation and personal traffic that is creating a problem. We had hoped that some time back to get Mr. Simpson to insist that this become part of the Interstate System but apparently even the Federal Government is finding itself somewhat short of the necessary funds.

____________________ Might I ask one question? Is the planning and the lining out - does that have to wait on the entire project?

JACKSON: No - these things go along in the regular procedure - the planning and the hearings and all of the necessary procedures prior to the finalization of the right of way and the programing for construction is the normal steps in the program.



4-25-69
Victor D Wolfe

Approved 4-25-69
FMK
Asst. State Hwy. Engr.

OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

COLUMBIA COUNTY LINE - BURLINGTON

LOWER COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

orig ret'd to
Don Keyes
4-28-69

St. Helens-Multnomah County Section
Lower Columbia River Highway
Prefix 5-1491
St. Helens Bypass Reconnaissance

Reconnaissance Characteristics

	Bypass	Widening
Total Miles	4.25	4.15
Total Rise and Fall	112 ft.	137 ft.
Maximum Degree of Curve	1° 00'	1° 00'
Number of Curves	4	3
Maximum Grade	1.9%	1.0%
Number of Intersections (County roads & city streets)	11	20
Number of Accesses (Existing)	2	95
Number of Bridges	2	2

Estimates

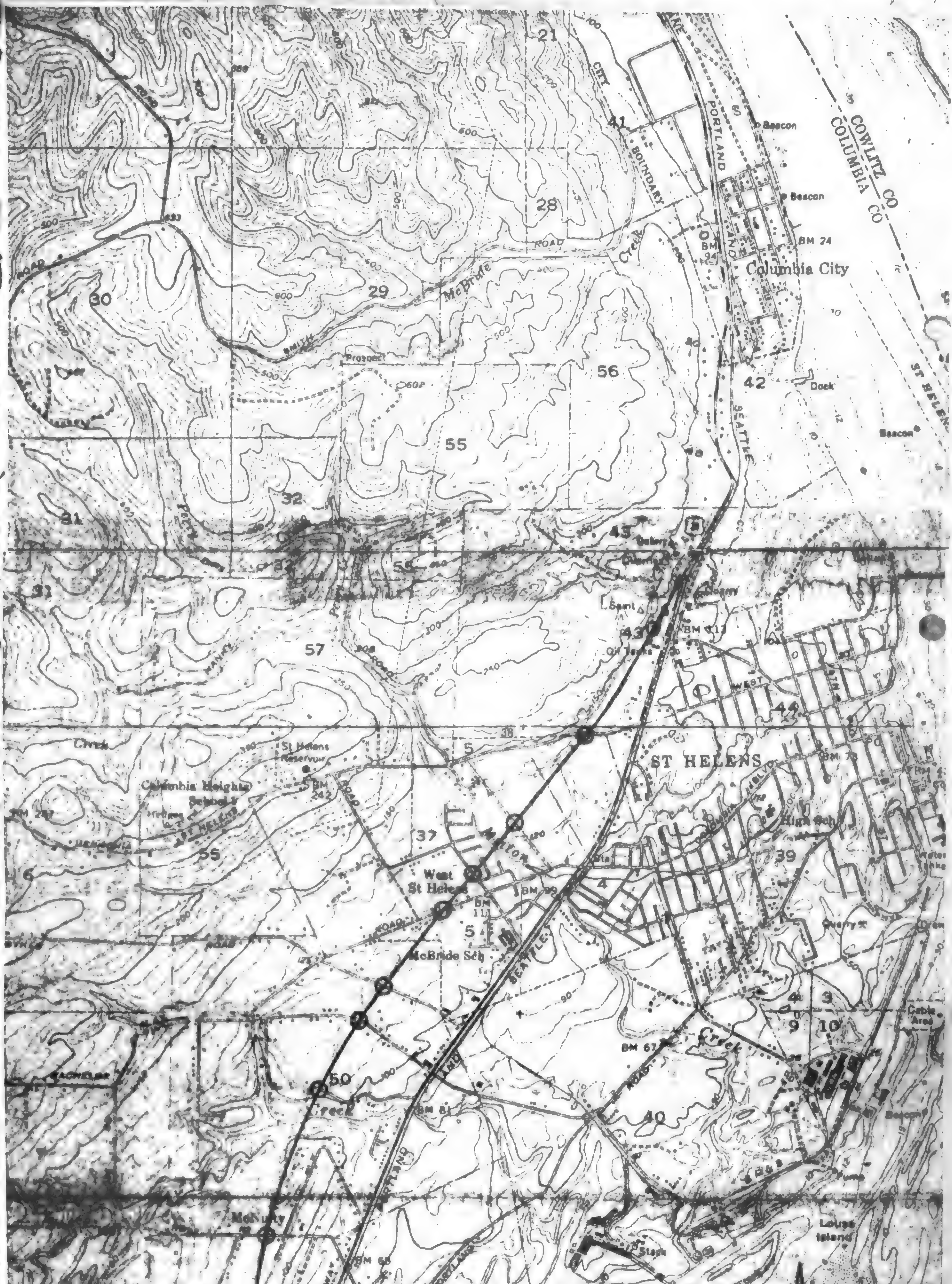
	Bypass	Widening
Grading	270,000	165,000
Drainage	40,000	121,000
Paving	914,000	937,000
Structures	302,000	60,000
Intersections	55,000	100,000
Subtotal	1,584,000	1,383,000
30% Engr. & Contin.	475,000	417,000
Total Construction	2,059,000	1,800,000
Total R/W	1,162,000	2,193,000
Total Project Cost	3,221,000 ✓	3,993,000 ✓
Cost Per Mile	760,000	962,000

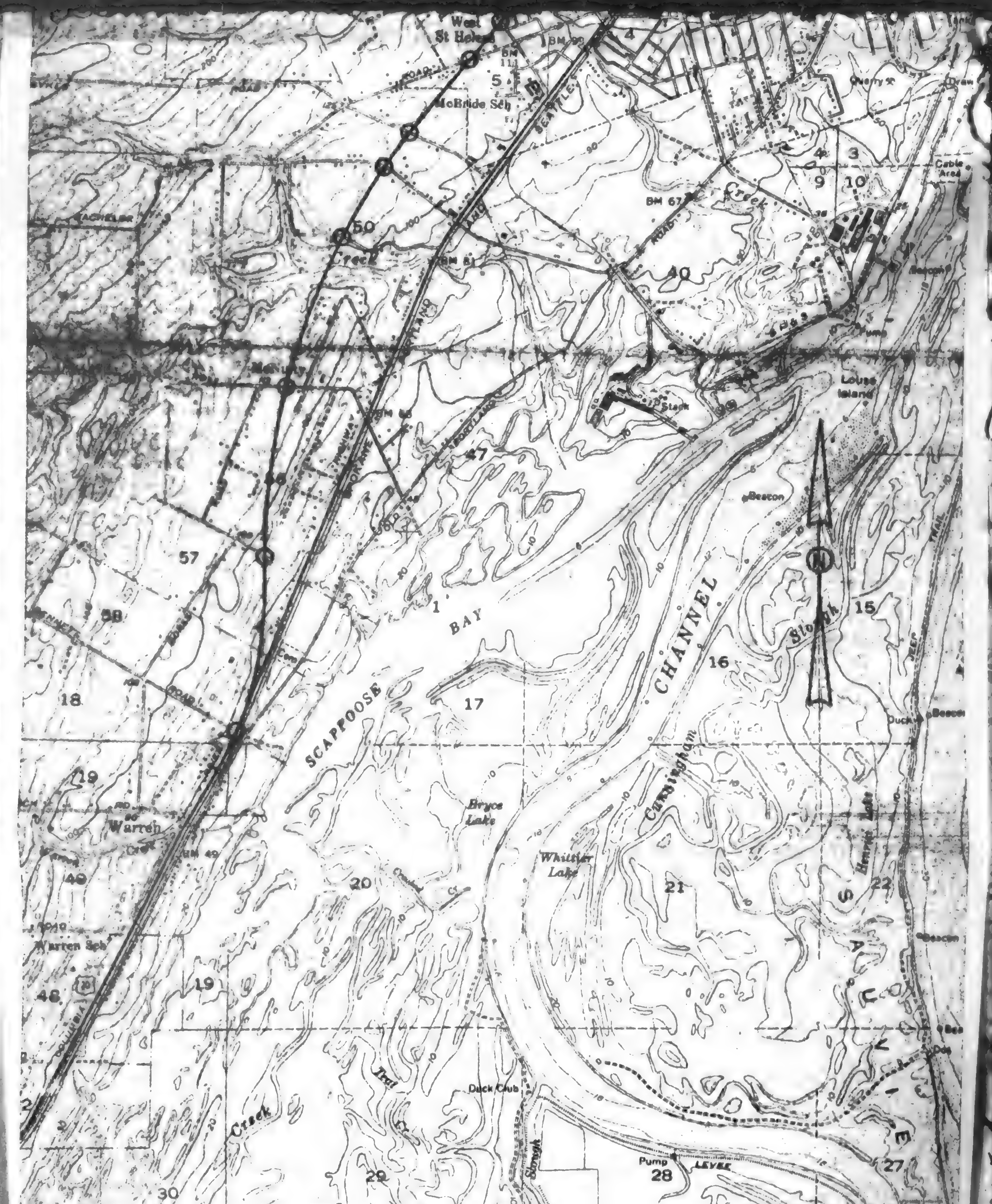
R. T. Ewen
Resident Locating Engineer

June 5, 1967

☐ DE ☐ ADE ☐ ADE ☒ OE
JUN 5 1967
☐ TE ☐ UE ☐ DES

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER


21
CITY
BOUNDARY
41
PORTLAND
Beacon
Beacon
Beacon
COWLITZ CO
COLUMBIA CO
28
ROAD
McBride
Creek
BM 24
Columbia City
29
30
SMITH
Prospect
602
56
42
Dock
SEATTLE
ST HELENS
55
32
31
45
57
43
BM 113
WEST
44
ST HELENS
BM 75
St Helens Reservoir
BM 242
Columbia Heights School
ST HELENS
ROAD
37
55
6
West St Helens
BM 99
BM 111
5
McBride Sch
High Sch
39
Quarry St
4
3
9
10
Cable Area
BM 67
Creek
50
Creek
BM 81
40
McNulty
BM 60
HIGHWAY
PORTLAND
Louse Island
47



Scale
1" = 2

St. Helens

Helens-Multnom

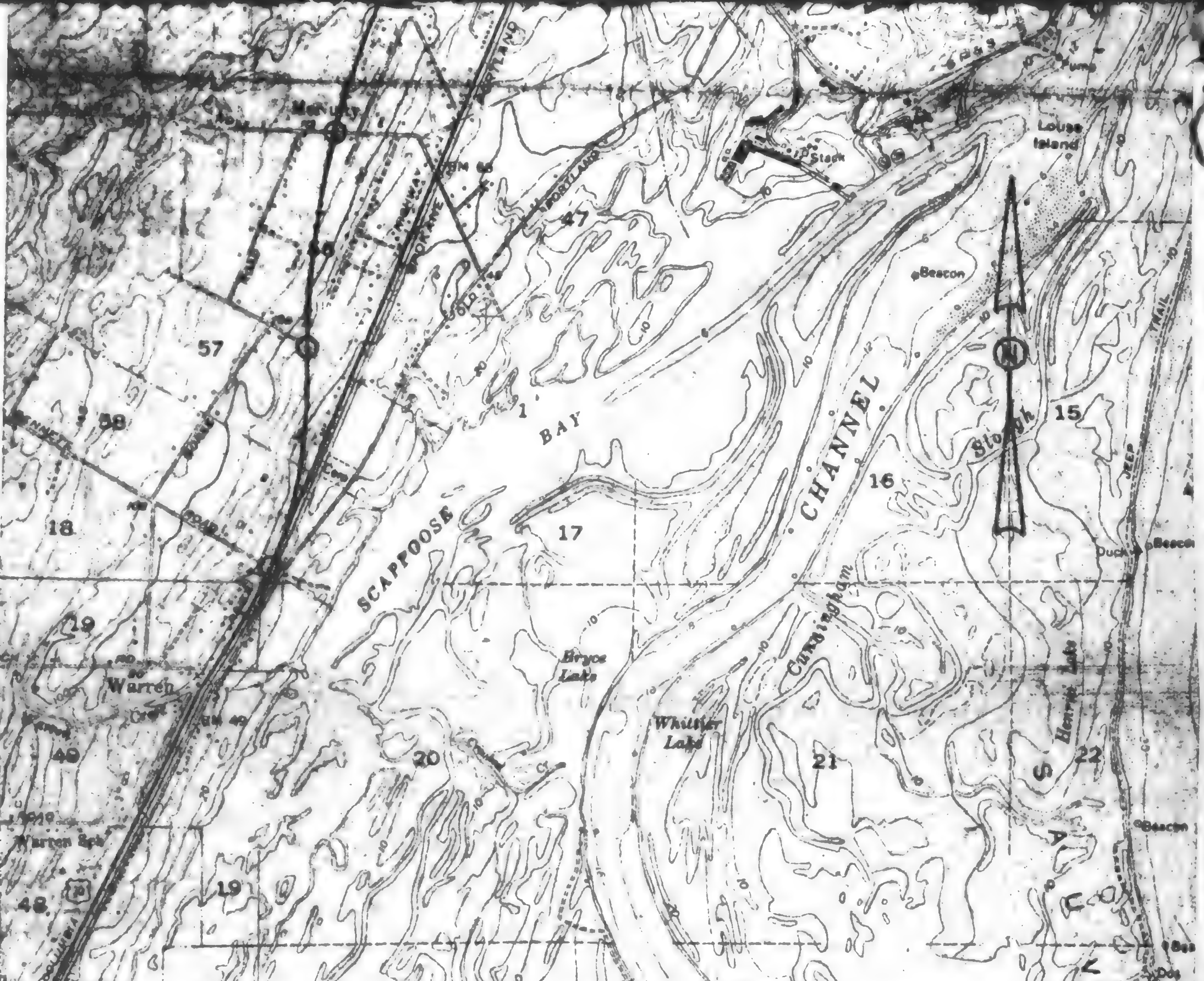
Lower Columbia R

Prefix 5

R/W T.

G

RES. LO



Scale
1" = 2000'

St. Helens By-Pass
Helens-Multnomah Co. Section
wer Columbia River Highway
Prefix 5-1491

R. T. EWEN
6-1-67
RES. LOC. ENGR.

RECEIVED
SEP 5 1967

FORM 2-00 · ROM 7-64 SP*6229-734

FOR FILING

8775

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 29, 1967

SUBJECT:

To:

F. B. Klaboe
Assistant State Highway Engineer

OFFICE

On this date the Highway Commission approved making a survey to bypass St. Helens in connection with improving the Lower Columbia River Highway.

R.L.P.
R. L. Porter
Deputy State Highway Engineer

NOTED
F. B. KLABOE

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

Copy to Morgan (Att: Barbee) 8-31-67
w/note:

Please proceed as instructed herein.
FBK

RECEIVED
AUG 30 1967
FOR FILING

8775

INFORMATIONAL - NOT AN AGENDA ITEM

Oregon State Highway

Gentlemen:

We are making a location survey between St. Helens and the Multnomah County Line on the Lower Columbia River Highway. I have previously discussed with you the matter of bypassing the community of Scappoose and have received your approval to proceed in such a fashion.

We bring to your attention the benefits of a bypass of St. Helens. A sketch map depicting the bypass route and the existing route is attached. (The bypass route shown lies approximately one-fourth of a mile westerly of the existing highway.) A chart showing the comparable geometries and costs of the two alternates is also attached.

You will note that the big differences between the two routes are:

(1) A lower cost of approximately $770,000 for the bypass route.

(2) The drastic reduction of accesses to the bypass route over the accesses that are existing and will have to be perpetuated on the existing route.

(3) A small reduction in the number of intersections for the bypass route over the existing route.

Please advise whether or not you wish us to proceed on the basis of the bypass route.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. W. R. Rulien
FBK:brb
Attach.

RECEIVED
AUG 30 1967
FOR FILING

8775

August 14, 1967

Oregon State Highway Commission

Gentlemen:

We are making a location survey between St. Helens and the Multnomah County Line on the Lower Columbia River Highway. I have previously discussed with you the matter of bypassing the community of Scappoose and have received your approval to proceed in such a fashion.

We bring to your attention the benefits of a bypass of St. Helens. A sketch map depicting the bypass route and the existing route is attached. (The bypass route shown lies approximately one-fourth of a mile westerly of the existing highway.) A chart showing the comparable geometrics and costs of the two alternates is also attached.

You will note that the big differences between the two routes are:

(1) A lower cost of approximately $770,000 for the bypass route.

(2) The drastic reduction of accesses to the bypass route over the accesses that are existing and will have to be perpetuated on the existing route.

(3) A small reduction in the number of intersections for the bypass route over the existing route.

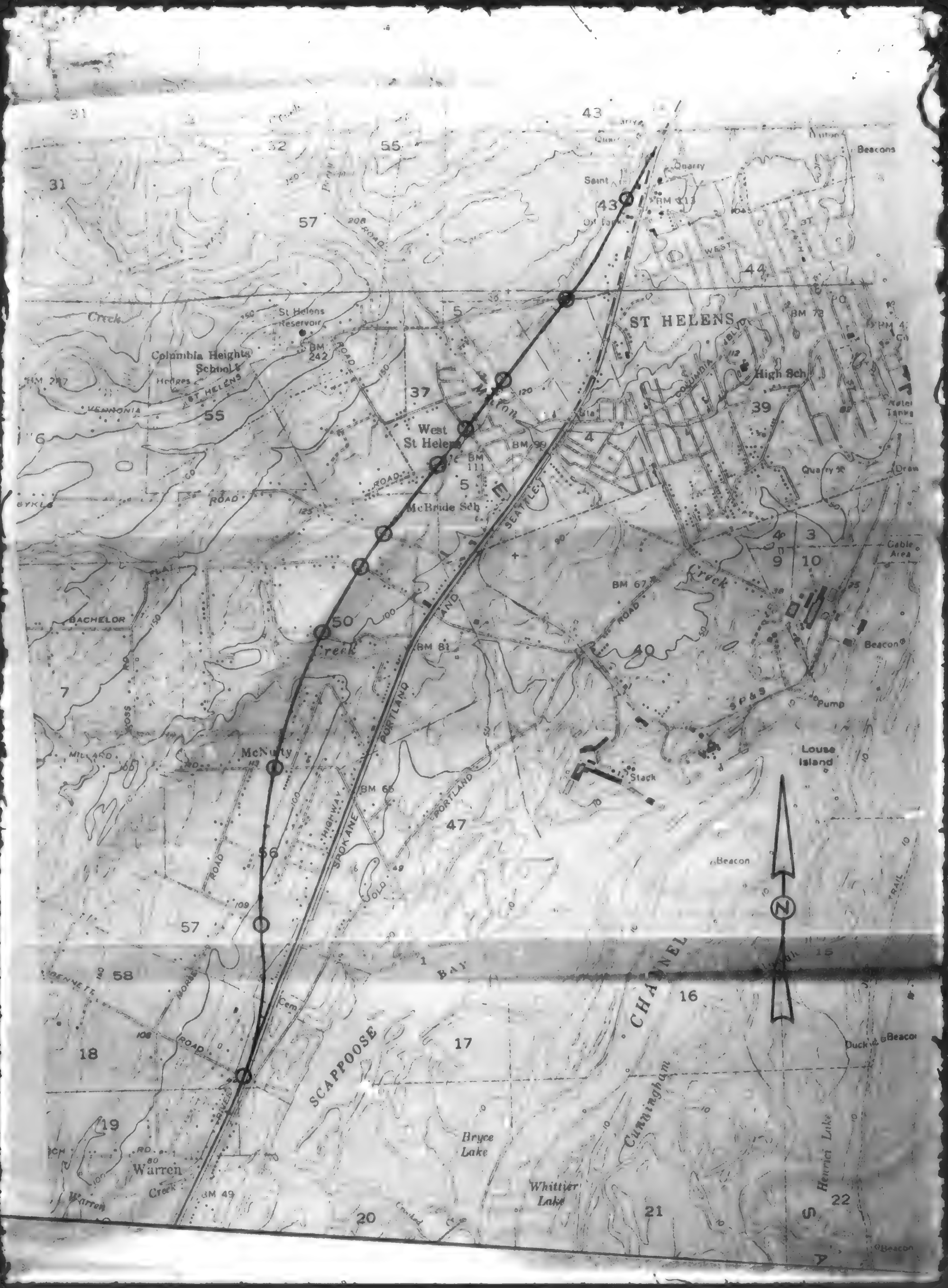
Please advise whether or not you wish us to proceed on the basis of the bypass route.

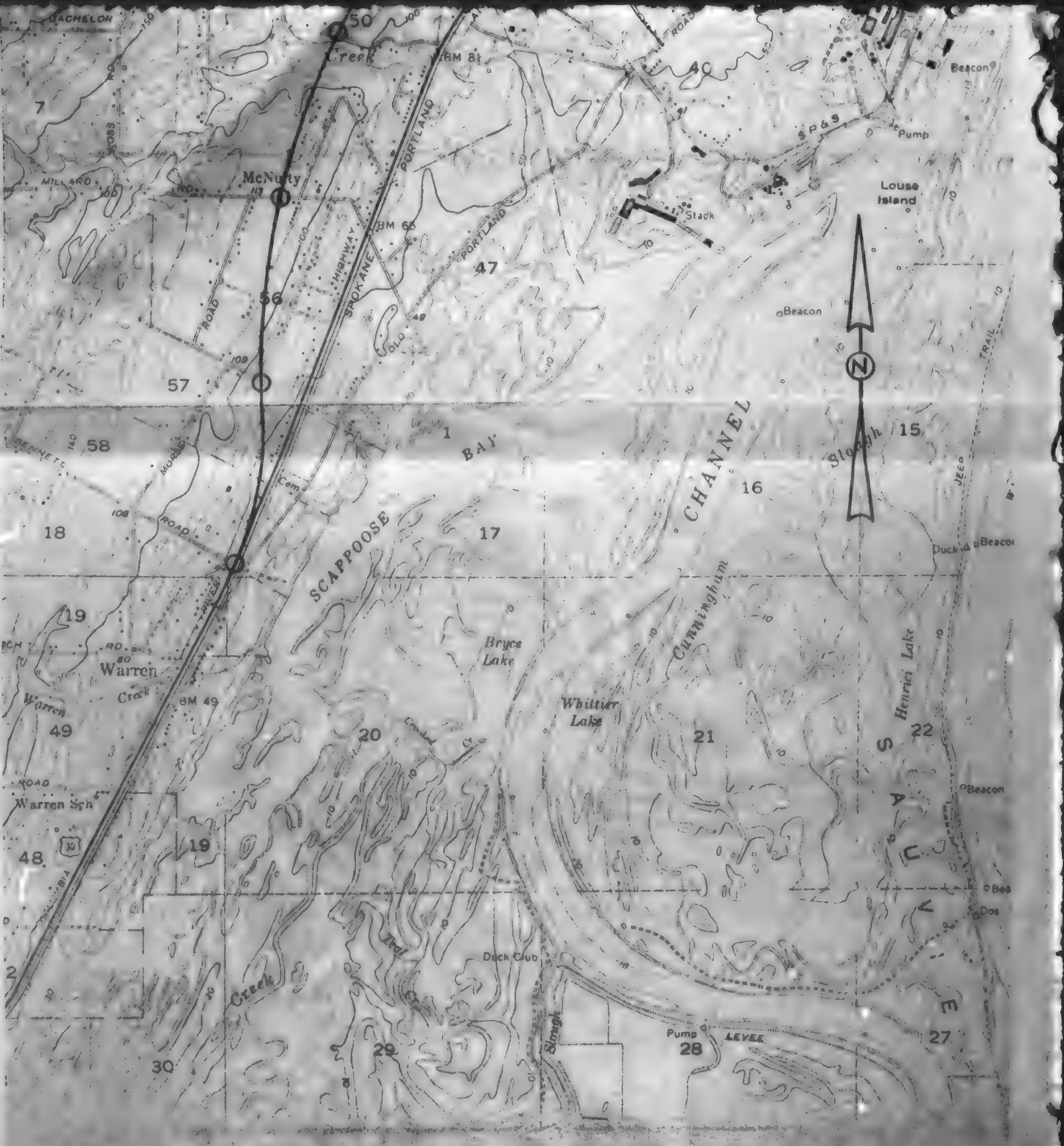
Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. W. Rulien

FBK:brb
Attach.


ST HELENS
West St Helens
McBride Sch
St Helens Reservoir
Columbia Heights School
High Sch
McNulty
Warren
Warren Creek
Milton Creek
Creek
Louse Island
Stack
Beacon
Beacons
Pump
Quarry
Cable Area
SCAPPOOSE BAY
CHANNEL
Cunningham
Bryce Lake
Whittier Lake
Henrici Lake
Duck L Beacon
SPOKANE PORTLAND AND SEATTLE
PORTLAND HIGHWAY
OLD PORTLAND ROAD
VERNONIA ST HELENS ROAD
BACHELOR FLAT RD
MILLARD RD
BENNETT ROAD
SP&S
BM 242
BM 111
BM 99
BM 81
BM 67
BM 66
BM 49
50
56
N



Helens-Multnomah Co. Section
Lower Columbia River Highway
Prefix 5-1491

R. T. EWEN
6-1-67
RES. LOC. ENGR.

Scale
1" = 2000'

St Helens By-Pass Recon.

RECEIVED
AUG 30 1967

FOR FILING

8775

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 6, 1967

SUBJECT: St. Helens Bypass Reconnaissance
Lower Columbia River Highway

To: Mr. F. D. Morgan
Construction Engineer
Salem

ATTENTION: D. J. Barbee

I am forwarding herewith a report from Resident Engineer Bob Ewen on his reconnaissance for the St. Helens bypass, with a comparison of the costs on both the bypass and the widening of the existing route. A table of characteristics for both routes is included, together with reconnaissance estimates for construction and right of way.

The total project cost for the bypass section would be $3,221,000, compared to $3,993,000 for widening the existing route to a comparable 84' street section. This would indicate a saving of approximately $770,000 on the bypass route for an equivalent section.

The right of way estimate on the bypass route is based on no private accesses with all property being served by existing public roads. There will be a very few severed remainders to be considered for either accesses or frontage roads.

On the basis of this reconnaissance estimate, we recommend strongly that a complete survey be made on the bypass route from an aerial location, [redacted] to eliminate as much speculation and alarm as possible during the location period. May we please have your instructions as soon as possible.

L. W. Rulien
Division Engineer

by

C. T. Keasey
C. T. Keasey
Assistant Division Engineer

REFERRED TO
Morelock
Asst. Const. Engr.

CTK:nlb

Encl.

cc: R. T. Ewen

✓ Morgan
Decker
Bond
✓ Barbee
Walker
Glenn
Swan

RECEIVED
JUN 8 1967
CONSTRUCTION
DIVISION

Routing
E Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 5, 1967

SUBJECT: St. Helens Bypass Reconnaissance.
Lower Columbia River Highway
Prefix: 5-1491

To: L. W. Rulien
Division Engineer
BUILDING

ATTENTION: C. T. Keasey

Herewith is updated reconnaissance report for the St. Helens Bypass and the St. Helens widening, including typical sections, reconnaissance map, characteristics and estimates. A comparison of these two routes shows that the widening of the existing highway using the 84' curb-to-curb or shoulder-to-shoulder section would cost a total of $3,993,000, or $962,000 per mile. The bypass estimate, utilizing a like section, would cost $3,221,000, or $760,000 per mile.

The widening section estimate could possibly be revised between the intersection of Sykes Road and Milton Creek by moving the alignment easterly so as the easterly curb would lie on the existing right of way line. This would cause an encroachment on the railroad right of way for walkways, utilities and signs. Savings would result in approximately $450,000 for right of way on the westerly side. It is believed that we should maintain and continue a 84' minimum curb-to-curb or shoulder-to-shoulder limit on any facility that we construct through the city of St. Helens due to the numerous grade intersections.

The bypass route reduces the number of county road and city street intersections to eleven, which is approximately half of those required on widening the existing highway. The bypass road has been estimated on the basis of no private accesses, with all property being served by existing public roads. There would be very few severed remainders to be considered for accesses.

One of the main construction features involved in widening the existing highway would be the construction of a complete storm sewer from the northerly end south to McNulty Creek. This would also be the limits of the proposed curb sections.

The right of way figures used in this estimate have been compiled from data provided by Mr. McLean of the Metropolitan Right of Way Office. These right of way figures are based upon today's costs, with no allowance for possible property value increases during the next five-year period.

R. T. Ewen
Resident Locating Engineer

RTE:nlb
Encl.
cc: M. E. McLean

☐ K ☐ ☒ 8
DE ADE ADE CE
1967
☐ ☐ ☐
DES

5821 N. E. Glisan Street
May 31, 1967

Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

St. Helens - Multnomah Co. Section
Lower Columbia River Highway
Prefix 5-1491-913
St. Helens Widening and
St. Helens By-Pass

Attention R. T. Ewen
Resident Locating Engineer

The windshield estimate that you requested for widening the existing highway through St. Helens as shown on the attached aerial map was with the Total Cost in mind rather than the breakdown for Land, Improvements, and Damages. The later figures have been given but with reservations for exact distribution of the costs.

The cost estimated to widen the existing highway through St. Helens will be:

Land	$ 478,000
Improvements	1,372,000
Damages	343,000
Total	$2,193,000

The cost estimated to by-pass St. Helens to the left (South) was made with no allowed access to the properties, that remainders would not have access, and the only access allowed will be from county roads and city streets. Again the breakdown between improvements and damages has reservations as to distribution of the costs.

The estimated cost of the St. Helens By-Pass will be:

Land	$ 249,000
Improvements	775,000
Damages	137,500
Total	$1,161,500

There is no provision included in these figures for the inflation of real property values in the future.

M. E. McLean
Right of Way Agent

MEM:em

8781 Cow Creek Safety Rest Area 197
on Pac Hwy north of Grants Pass
(Grading, surfacing & sewage improve)

C&A 6920   12-20-78

8791

STATE COPY

OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 3-25-82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-2(86)83
COMPLETION DATE 11-2-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-5-81	TIME ELAPSED 100 %	CONTRACT TIME completion date 8-31-79
APPROVED EXTENSIONS 46 days on 9-10-79 17 days on 3-26-81	LOCATION I-5, 1.0 mile north of Glendale Interchange.		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STATE HWY ENGR
MAR 31 '82
REFER TO Hossner 4/2
FOR
Info Inves R/D D/R Sign Act File

COW CREEK SAFETY REST AREA
PACIFIC HIGHWAY
Grading, Surface and Sewage Improvement

This project provided for the construction of access roads (including earth work and aggregate base) to the water supply system and sewage lagoon, construction of a water supply system, sewage lagoon and alter other minor revisions to the rest area to meet Federal and State requirements for the handicapped. A contract in the amount of $406,367.50 was awarded Paul Brothers, Inc., Portland, Oregon, on August 2, 1978. Work began on August 28, 1978 and was completed in apparent reasonably close conformance with the approved plans and specifications, including approved changes, on November 2, 1979 at a final estimated cost of $585,386.00 including $400,512.06 for bid item work, $92,277.00 for Price Agreements, $4,874.88 for State Force Orders, and $88,293.74 for construction engineering.

The contract specified a completion date of August 31, 1979. However, because of difficulties in obtaining the required permit for construction of the sewage lagoon, a stop work order was issued on September 23, 1978. The stop work order was in effect until November 22, 1978 (56 calendar days). As a result of this problem, the contractor requested and

(continued to next sheet)

***NOTE:** Not applicable for direct federal projects.*

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 3-30-82	TITLE Field Operations Engineer — DATE 3-30-82

and received approval of a 46 day time extension (approved on 9-10-79). In addition to the time extension, the contractor submitted a claim covering additional costs incurred during the shutdown. Price Agreement #16 was approved by the State in settlement of this claim on January 17, 1980 in the amount of $40,403.61 (including $978.61 Interest). Both the claim settlement and the time extension are non-participating items.

A subsequent claim in the amount of $18,623.21 was submitted by the contractor covering additional cost incurred in the lagoon excavation, liner bedding, and septic connections. This claim was settled for $16,029.64 under Price Agreement #20 approved on February 8, 1982. In addition to this claim, the contractor requested and received an addition 17 calendar day time extension on March 26, 1981. This 17 day extension, along with the previous 46 day extension, moved the completion date to November 2, 1979 (actual completion date). This claim settlement and time extension are both approved for Federal-aid participation.

8781

January 7, 1982

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#8781

Gentlemen or Ladies:

A post-final payment for $16,029.64 will be made to Paul Brothers, Inc. for work at the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $492,789.06 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Paul Brothers, Inc.
8655 Revenue Rd.
Boring, OR 97009

bc: C. T. Keasey
Walt Hart
Alfred Shirley

HSC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO. CON 5
#8781

DATE: December 23, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Cow Creek Safety Rest Area
Pacific Highway, Douglas County
Contract No. 8781

This interstate grading, paving and sewage improvement project has been completed. It is apparent that the final cost will exceed that authorized by approximately $36,100 or 6.6 percent.

The authorization for this project was previously increased to authorize payment of additional costs associated with Department of Environmental Quality permit requirements.

Errors and omissions in the plans required additional payment to the contractor of $9,660 for sand bedding under the sewage lagoon liner. The other major overrun item was $24,100 for project engineering. A two month overrun of contract time and a seventeen month period after project completion to obtain documentation and perform warranty work increased engineering costs. Additional costs of $1,080 to pump sludge from the existing septic tanks and $1,930 to install flow monitoring devices were also incurred by state forces.

It is recommended that the authorization for this project be increased by $36,121.13 to a new total of $583,540.

The 15 percent limit on federal participation in construction engineering has been exceed by approximately $16,000. The remaining increased project cost is eligible for federal participation.

This matter will be on the consent calendar for the January meeting.

OBJ:KM mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

Form 734-3123

8781 E.

STATE OF OREGON INTEROFFICE MEMO
Highway Construction 378-6318 FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: December 14, 1981

FROM: O. B. Jackmond
O. B. Jackmond, P.E.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Cow Creek Safety Rest Area
Pacific Highway, Douglas County
Contract No. 8781

NOTED
H.S.COULTER

This interstate grading, paving and improvement project has been completed. It is apparent that the final cost will exceed that authorized by approximately $36,100.00 or 6.6%.

The authorization for this project was previously increased to authorize payment of additional costs associated with Department of Environmental Quality permit requirements.

Errors and omissions in the plans required additional payment to the contractor of $9,660.00 for sand bedding under the sewage lagoon liner. The major overrun item was approximately $24,100.00 for project engineering. A two month overrun of contract time and a seventeen month period after project completion was required to obtain documentation and perform warranty work increased engineering costs. Additional costs of $1,080.00 to pump sludge from the existing septic tanks and $1,930.00 to install flow monitoring devices were also incurred by State Forces.

The 15% limit on federal participation in construction engineering has been exceeded by approximately $16,000.00. The remaining increased project cost is eligible for federal participation.

Approval by the Contract Review Board will not be required.

Attached is a rough draft letter to the Transportation Commission and a copy of the Expected Overrun of Project Authorization form.

OBJ:KM:mk

Attach.

cc: Alfred Shirley, Jr.
Robert Church

8781

L.

June 10, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#8781

Gentlemen:

Contract No. 8781 awarded to Paul Brothers, Inc. for work on the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on March 9, 1981 and accepted by the State Highway Division on June 5, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 15, 1981.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Paul Brothers, Inc.
8655 S. E. Revenue Road
Boring, OR 97009

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

#8781 L1

March 2[illegible] , 1981

CON 5

NOTED
H.S.COULTER

Paul Bros., Inc.
8655 SE Revenue Road
Boring, OR 97009

Gentlemen:

Re: Time Extension Request
Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Contract 8781

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 17 calendar days is granted due to delays resulting from the suspension of work ordered in the fall of 1978. The revised specified completion date for this project is therefore November 2, 1979. Partial consideration of this delay was acknowledged in our previous extension of contract time on this project.

This extension of time will eliminate all liquidated damages under this contract.

Very truly yours,

C T Keasey

C. T. Keasey
Ass't. State Highway
Engineer

OBJ:mk

cc: H. S. Coulter/att.
Alfred Shirley, Jr./att.
William Maude/att.
FHWA/att.
Bob Church

MAR 27 '81
REFER TO
Info Inves Act File

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: March 10, 1981

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Contract No. 8781

Herewith contractor's request for time extension on subject project along with the resident engineer's analysis.

I concur with the resident engineer and recommend the full extension should be granted.

The sequence of events leading to lifting a suspension of work in late November clearly indicates a time delay was experienced on earthwork between November 1978 and April 1979 sufficient to justify this request.

jjg/cw
Encl.

cc Wm. Maude

3-24-81

CTK -

I concur with Region and Resident Engineers and recommend a time extension of 17 calendar days & eliminate liquidated damages.

RECEIVED
MAR 12 1981
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

Recycled Materials
128-1387

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: Jim Gix
Region Construction Engineer

DATE: March 4, 1981

ROSEBURG REGION
RECEIVED
MAR [illegible]0 1981

RE	RME	CE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBL		

Keith L. Martin

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Contract 8781

Forwarded for your consideration is a 17 day time extension request for the subject project.

The contractor requested and received a 46 day time extension request in August, 1979. This changed his specified completion date from August 31, 1979 to October 16, 1979.

The contractor has submitted this request with the same justification included in his initial request. The Stop Work Order was effective from September 28, 1978 through November 22, 1978 for work in the Sewage Lagoon area. This 56 day partial stop work order was considered when the 46 day time extension was previously granted.

The "ripple effect" through April 15, 1979 is poorly defined and unclear. However, I think he is trying to say his inability to work on the lagoon earth work from September 28 through November 22, 1978 during dry weather prevented resumption of work until the spring 1979 construction season.

The weather was mostly clear with no rain through November 15, 1978. The work in the lagoon area represented approximately 70% of the project costs. The lagoon earth work would have to be considered a key item on the "critical path". On November 15 the contractor stopped work in areas other than the lagoon, claiming limited work area was inefficient. The contractor did not resume work until April 15, 1979. It was agreed at a November 30, 1978 meeting of the State and contractor that the contractor was "excluded from the work area during optimum working conditions". It was also agreed that work could probably not resume until April 1979. (See my letter to Paul Bros. dated 29 March 1979.)

Because of the facts noted in the previous paragraph, I recommend the contractor be allowed 17 additional days to complete the project and no liquidated damages be assessed.

KLM:mk

cc: Bill Maude
Terry Nichols, Grants Pass

8781

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cow Creek Safety Rest Area

WEEK ENDING: 7 March 1981

SECTION PREFIX: 610-1085

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Cow Creek Safety Rest Area

KIND OF WORK: Sewage Improvement, Grade, and Surface

CONTRACTOR: Paul Brothers, Inc.

CONTRACT NUMBER: 8781

FEDERAL AID PROJECT NUMBER: I-5-2(86)83

DATE OF CONTRACT: 2 August 1978

DATE WORK STARTED: 28 August 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0m SUPERVISION: 0s

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $547,418.87

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $483,918.87

ENGINEERING AUTHORIZATION: $64,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $478,386.00

ENGINEERING COST TO DATE: $79,600.00

DATE PROJECT WAS COMPLETED: 2 November 1979

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.0 %

PERCENT OF AUTHORIZATION: 123.6%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Clear, Cool			
MONDAY 1	Clear, Cool			
TUESDAY 2	Clear, Cool			
WEDNESDAY 3	Shwrs, Cool			
THURSDAY 4	Shwrs, Cool			
FRIDAY 5	Clear, Cool			
SATURDAY 6				

Kessey K RECEIVED Richards
Jackmond Berg
Hopkins MAR 9 1981 Inlow
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glass BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	28	No activity
MONDAY	1	No activity this week
TUESDAY		
WEDNESDAY		
THURSDAY		
FRIDAY		
SATURDAY		

REMARKS

STATUS: Third notification is still pending; semi-final has been submitted; final inspection has been conducted.

NEXT WEEK: No activity anticipated.

SIGNED Perry L. Nichols LOCATION Grants Pass

Asst. Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8781

STATE COPY

L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-45	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County DOUGLAS
MODIFICATION NUMBER 4	2/27/81	Project Number I-5-2(86)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 507,600.00	$ 516,104.00
Federal funds	$ 468,108.00	$ 475,951.00
Other revisions		

This modification is made for the following reasons: To include increase in costs for construction items, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of February, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (Actg.)

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 20, 1981

Federal Aid Project
No. I-5-2(86)83

Gen. File

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Rest Area (Sta. 379+10)

Subtotal of previous estimate of March 28, 1980			$441,394.94

Previous Estimate

4" PVC Sewage Press Lines	2400 Lin. Ft.	3.10	$ 7,440.00
Extra For Pipe Under Pavement	290 Lin. Ft.	14.30	4,147.00
			$ 11,587.00

Revised Estimate

4" PVC Sewage Press Lines	1540 Lin. Ft.	3.10	$ 4,774.00
4" High Density PE Pipe (P.A. #3)		All Required	4,125.00
Extra for Pipe Under Pavement	348 Lin. Ft.	14.30	4,976.40
Sewage System Revisions (P.A. #8		All Required	727.64
Install 8" Culvert Pipe (P.A. #13)		All Required	179.00
Install Light Fixtures (P.A. #13)		All Required	450.72
PP&L Furnish Electric Service (S.F.O. #2)		All Required	1,628.49
Install Water Meter & Monitor Wells (S.F.O. #5)			2,117.26
			$ 18,978.51

Increase	7,391.51
SUBTOTAL	$448,786.45
Engineering	67,317.55
TOTAL	$516,104.00

Length of Project ------ 0.00 miles

Federal Funds ----------	$475,951.00
State Funds ------------	40,153.00
TOTAL	$516,104.00

GROUP 1-100%
Contract No. 8781
Prefix 610-1085

-8781

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-121	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 3	4-3-80	Project Number I-5-2(86)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 6 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 502,000.00	$ 507,600.00
Federal funds	$ 462,944.00	$ 468,108.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of April , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~BY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 28, 1980

Federal Aid Project
No. I-5-2(86)83

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Rest Area (Sta. 379+10)

Subtotal of previous estimate of January 28, 1980				$436,573.20
Previous Estimate				
4" Cast-Iron Gravity Sewer Lines	50	Lin Ft.	7.70	$ 385.00
Revised Estimate				
4" Cast-Iron Gravity Sewer Lines	139	Lin. Ft.	7.70	$ 1,070.30
2" X 6" Treated Plank (P.A. #5)	954	Lin. Ft.	0.75	715.50
Caution Ribbon (P.A. #5)	2465	Lin. Ft.	0.10	246.50
PE Line Cleanouts (P.A. #6)		All Required		1,421.94
Extend Underdrain (P.A. #11)		All Required		350.00
Revise Urinal Screens (P.A. #12)		All Required		402.50
Widen Wheel Chair Ramp (P.A. #14)		All Required		1,000.00
				$ 5,206.74

Increase	$ 4,821.74
Subtotal	441,394.94
Engineering	66,205.06
TOTAL	$507,600.00

Length of project - - - - - - - - - - - 0.00 mi.

Federal Funds - - - - - - - - - - - - -	$468,108.00
State Funds - - - - - - - - - - - - - -	39,492.00
TOTAL	$507,600.00

Group 1-100%
Contract No. 8781
Prefix 610-1085

8781

STATE COPY 2

O BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-72

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-21-80

ate Oregon

County Douglas

Project Number I-5-2(86)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 494,000.00	$ 502,000.00
Federal funds	$ 455,565.00	$ 462,944.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item construction costs (P.A. #2); authorized S.F.O. #4 and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 19 80.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 28, 1980

Federal Aid Project
I-5-2(86)83

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

Revised Project Agreement Estimates

Type Code Y022
Rest Area (Sta. 379+10)

Subtotal of previous estimate of December 5, 1979 $432,819.05

Previous Estimate

Roadside Seeding & Mulching	1 Acre	$1231.00	$ 1,231.00
			$ 1,231.00

Revised Estimate

Roadside Seeding & Mulching			0.00
Roadside Seeding & Mulching (P.A. #2)	188.5 lbs.	20.77	3,915.15
Pump Sludge & Liquid from Septic Tank (S.F.O. #4)			1,070.00
			$ 4,985.15

Increase	$ 3,754.15
Subtotal	436,573.20
Engineering	65,426.80
Total	$502,000.00

Length of project - - - - - - - - - - - 0.00 mi.

Federal Funds	$462,944.00
State Funds	39,056.00
Total	$502,000.00

GROUP 1-100%
CONTRACT NO.- 87[illegible]1
PREFIX 610-1085

1181 2

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 12-145		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12-26-79	Project Number I-5-2(86)83
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 6, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 461,794.00	$ 494,000.00
Federal funds	$ 425,866.00	$ 455,565.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, quantities under Price Agreements, and increase in Construction Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Assistant State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 5, 1979

Federal Aid Project
I-5-2(86)83

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

Revised Project Agreement Estimate

Type Code Y022 Rest Area (Sta. 379+10) Subtotal of previous estimate of Aug. 22, 1978			$ 406,867.50
Previous Estimate General Excavation	4000 cu.yd.	3.60	$ 14,400.00
General Excavation	4,440 cu.yd.	3.60	$ 15,984.00
Lagoon ads Underdrain(P.A.#4)	All Required		18,627.55
Liner Bedding	All Required		5,740.00
			$ 40,351.55
	Increase		$ 25,951.55
	Subtotal		432,819.05
	Engineering		61,180.95
			$ 494,000.00

Length of project- - - - - - - 0.00 mi.

Federal Funds	$ 455,565.00
State Funds	38,435.00
Total	$ 494,000.00

Group 1 - 100%
Contract No. 8781
Prefix - 610-1085

8781

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-93	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 9-6-78	State Oregon County Douglas Project No. I-5-2(86)83

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 1.0 mi N of Glendale Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 461,794.00	$ 425,866.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Technical Services Engineer
(Title)
xx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator 9-6-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 22, 1978

Federal Aid Project
No. I-5-2(86)83

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

Project Agreement Estimate

Type Code Y022
Rest Area (Sta. 379+10)

Mobilization	All Required		$ 38,500.00
Temporary Protection and Direction of Traffic	All Required		1,077.00
Temporary Signs	92 Sq.Ft.	10.00	920.00
Temporary Barricades	12 Each	77.00	924.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin.Ft.	25.00	1,250.00
Flagmen	80 Hou	15.55	1,244.00
Clearing and Grubbing	All Required		18,462.00
General Excavation	4,000 Cu.Yd.	3.60	14,400.00
Trench Excavation	310 Cu.Yd.	6.15	1,906.50
Aggregate Base	620 Cu.Yd.	15.80	9,796.00
Emulsified Surface Treatment	All Required		2,857.00
18-inch Culvert Pipe	400 Lin.Ft.	14.65	5,860.00
Extra for Pipe Under Pavement	290 Lin.Ft.	14.30	4,147.00
Pedestrian Ramp	2 Each	2,000.00	4,000.00
14' Single Gates	2 Each	875.00	1,750.00
Roadside Seeding and Mulching	1 Acre	1,231.00	1,231.00
Remodel Existing Toilet Building	2 Each	5,538.50	11,077.00
Waste Water Chlorination Building	1 Each	17,000.00	17,000.00
Water Supply and Chlorination Building	All Required		2,692.00
Well Housing	All Required		1,308.00
Water Mains and Supply Lines	All Required		15,000.00
50,000 Gallon Redwood Reservoir	1 Each	31,805.00	31,805.00
Sewage Lagoon Earthwork	All Requried		33,250.00
Lagoon Underdrain System	All Required		6,170.00

Lagoon Inlet and Outlet Piping work	All Required		6,570.00
Lagoon PVC Membrane Liner	All Required		21,000.00
Lagoon Blanket Fall	All Required		37,000.00
CL-6R Modified Chain Link Fence	2,800 Lin.Ft.	9.50	26,600.00
Sewage Pumping Station No. 1	All Required		20,315.00
Sewage Pumping Station No. 2	All Required		20,315.00
4-inch Cast-Iron Gravity Sewer Lines	50 Lin.Ft.	7.70	385.00
4-inch PVC Sewage Pressure Lines	2,400 Lin.Ft.	3.10	7,440.00
Washdown Water Supply Facilities	All Required		1,846.00
Waste Water Disposal Facilities	All Required		11,770.00
Electrical Distribution System	All Required		26,500.00
			$406,367.50

Anticipated Items		
Temporary Erosion Control	All Required	$ 500.00
	Subtotal	$406,867.50
	Engineering	54,926.50
	Total	$461,794.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Building Permit Fees	All Required	$ 500.00
State Furnished Wheel Chair Signs	All Required	50.00
Furnish Power Source	All Required	5,000.00

Federal Funds (92.22%)	$425,866
State Funds	35,928
Federal Funds	$461,794

Group 1 100%

Contract No. 8781

Prefix 610-1085

STATE COPY

cy: State (H S Coulter) 2-21-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon

IN COMPANY WITH
Jim Gix and Jerry Nichols, OSHD

DATE OF INSPECTION 2-26-81	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	PROJECT NO. I-5-2(86)83

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK See below	TIME ELAPSED %	WORK COMPLETED 100 %

COW CREEK SAFETY REST AREA
PACIFIC HIGHWAY
Grade, Surface & Sewage Improvement

This project provided for the construction of access roads (including earth work and aggregate base) to water supply system and sewage lagoon, construction of water supply system, construction of sewage lagoon and other minor revision to meet Federal and State requirements for the handicapped. A contract in the amount of $406,367.50 was awarded Paul Brothers, Inc., Portland, Oregon, on August 2, 1978. Work began on August 28, 1978 and was completed in apparent reasonably close conformance with the approved plans and specifications, including approved changes, on November 2, 1979 at a final estimated cost of $478,386.00 including approved changes. To date $79,600.00 has been required for construction engineering as compared to the $64,500.00 authorized.

The contract specified a completion date of August 31, 1979. However, because of difficulties the State encountered in obtaining required permit for construction of the sewage lagoon, a stop work order was issued on September 23, 1978. The stop work order was lifted on November 22, 1978. The stop work order was in effect for 56 calendar days. As a result of this problem the Contractor requested an additional 46 calendar days, which was approved. This moved the completion date to October 16, 1979 which leaves 17 days for which liquidated damages have been assessed. The Contractor is expected to request additional time. In addition to the increase in contract time the Contractor submitted a claim covering costs incurred during the shutdown. PA #16 was approved by the State in settlement of this claim on January 17, 1980 in the amount of $39,425.00. Both the claim settlement and the time extension are non-participating items.

Based on the results of this inspection, acceptance of the contract work is recommended.

3-4-81 Cy to

RECEI
STATE HWY
MAR 4 '81
REFER TO
Info
Inves
P/D
D/R
Sign
Act
File

FORM FHWA-1448 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

#3781 1-19-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(86)83

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80318

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

org. to.

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7/5/78	12/18/80	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Cow Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Furnish and install water meters, main line impeller water meter and monitoring well.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12/18/80, as requested in Mr. Keasey's letter of 12/29/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $1,760 Federal Funds $1,623.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/19/81	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-485

8781 8-20-80 1-5

C[illegible] CREEK SAFETY REST AREA
NARRATIVE REPORT
CONTRACT 8781

This contract was awarded August 2, 1978 with a fixed completion date of August 31, 1979. A 46 day extension of time was granted September 10, 1979 making a revised completion date of October 16, 1979. The second notification was submitted November 2, 1979 making an overrun of 17 days with liquidated damages of $1,700.00 assessed. Several months ago the contractor stated his intent to request additional time. He does have valid reasons for requesting additional time. I consider it very likely that his request will be approved if submitted.

DEQ PERMIT

Obtaining the DEQ permit for this facility was the most significant item in the whole project. The lagoon design was essentially the same as the one approved by DEQ and built at Boardman Rest Area. The design section had informal contac with the DEQ technical personnel in Portland while designi the lagoon. No problems were anticipated in obtaining the permit. The permit application was submitted on July 27, 1978. Bids for this project were opened July 27, 1978. During the prejob conference held August 21, 1978 the DEQ representative stated the normal review period was 45 to 60 days but he would try to get an answer by Labor Day. On September 27, 1978 the contractor was given a "Stop Work" order for working in the lagoon area but allowed to continue on the other portions of the project. A letter was written September 15, 1978 by DEQ office of Technical Services listing the 6 items to be resolved before final approval by DEQ. The State responded on October

23, 1978 with proposed solutions for the 6 items.

Since I had not been able to receive an answer from DEQ on their intentions and the letter of October 23 included answers to all DEQ comments, I issued a resume work order on October 26, 1978 to be effective November 1, 1978. The DEQ was informed of my intent before the letter was written. I received a call from DEQ on November 2 followed with a letter of confirmation that we were to stop work on the lagoon until a Waste Water Facility permit was issued. On November 15, 1978 the contractor stopped work on the items not included in the stop work as he did not consider the reduced work rate efficient. We were informed that the permit had been issued and the DEQ stop work order lifted on November 22, 1978. The contractor did not resume work until April 17, 1979.

The contractor was paid $39,425.00 plus $978.61 interest as compensation for his additional expenses caused by the delay and partial stop work. Change orders to comply with DEQ mandated requirements cost approximately $22,000.00

Oregon Administrative Rules, Chapter 340, Section 14-102 states in part that the applicant is deemed to have received a temporary or conditional permit if DEQ has not taken action to grant or deny the permit within 60 days. This would lead a reasonable person to expect a decision by September 27.

The DEQ review required 118 days rather than 45 to 60 days they anticipated at the prejob conference. Three factors probably caused the delay by the DEQ; a search for clay to use as lining, complaints by the City of Glendale and assumption by the DEQ of all permit authority in Douglas County during this period.

The lagoon at Boardman had used a PVC liner with sand backfill. However, when the Cow Creek Lagoon was reviewed, DEQ suggested a clay liner or soil backfill over the PVC liner so a leak could be sealed with bentonite. Both Highway forces and DEQ personnel searched for a suitable clay source but none could be found in the general area. Soil backfill was not used as the rainy season was approaching and a soil liner would not support equipment or dry as readily if wet.

One alternative solution explored was connection to the Glendale Sewer Plant. The sewage lagoon was found to be the more economical alternative. The City of Glendale had apparently wanted additional revenue as they questioned the economics and safety of a lagoon. Several queries from office holders such as Representative Weaver and State Representative Markham were obviously triggered by requests from Glendale city officials. I am certain the interest by the city and the additional citizen participation caused by this publicity made the DEQ much more deliberate and wary in their considerations.

Douglas County had issued sewage permits not meeting DEQ standards. DEQ countered by revoking the County's authority to issue permits. The local DEQ office was aware of intense scrutiny of all actions from Douglas County during this period. They also were distracted from our problem by negotiations with Douglas County and the additional responsibility of investigating and issuing permits.

While writing this section I discussed the delay with the personnel in Structural Design. We realized that DEQ never did give a reason the permit took so long to issue.

The State failed to submit the permit application in a timely manner. However the impact was compounded by DEQ's failure to act on our request.

TRAFFIC CONTROL

Traffic control did not present any problems as all work was in the parking area or ramps of the Rest Area. Very little work was conducted in traffic areas during the tourist season.

Price Agreement #15 was approved to substitute an OJ 23-1-36 "Construction Speed 25" sign and a W 20-1-36 "Road Construction Ahead" sign for the OJ 23-1-60 sign and W 20-1-48 sign specified. Payment was at the bid price per square foot.

The type B(LL) LP Temporary Barricades were less than the 4'-0" specified being approximately 3'-2". Since many of the barricades furnished had a flashing light and were considered suitable for the use intended, Price Agreement #12 was written to allow their use.

ROAD WORK

Alignment for the "LsRA4" line was changed to avoid conflict with the drain field, to mask the entrance from public view, and to match the alignment of an existing cat road. The 18" pipe to use as utility conduit under "LsRA4" line was noted on Sheet 3 of the road plan, but not sheet 1 of the sewage plans. Both the contractor and inspector overlooked the requirement for an 18" culvert at this location and installed an 8" culvert. The contractor was not particularly skilled in earthwork and had difficulty following survey stakes. Rather than prolong the agony we accepted the road to the water tank when it was within reasonably close conformance to plans and paid on the road survey basis. Price Agreement #13 provided for payment of the 8" culvert.

The contractor placed CSS-1 at a calculated spread rate of 0.557 gals/sq.yd. This exceeded the specified spread rate of 0.4 gal/ sq. yd. The A.C. was shot August 24, 1979 with no traffic allowed on it for a week. By October the surface had started spalling and raveling.

It was noted that road surface was lacking fines in many locations. Contractor placed 2" base rock in November 1978 to reduce erosion and serve as construction road. There was no compaction at that time. The remaining 4" of base rock was placed and compacted August 23 and 24, 1979. When the final 4" lift was placed the grader was unable to work the rock uphill against the approximately 20% grade. This moving the rock only one way could have contributed to the segregation. The material used as a construction road without compaction also probably experienced segregation.

When this was discussed with Glen Boyle in the Materials Section, he considered the steep grade a contributing factor. He anticipated failure even if no segregation.

I do think the surface treatment is desirable as the 20% slope makes traction in loose rock difficult. The emulsified A.C. surface treatment does not appear to be the best solution.

The reservoir site grade was lowered by 5.5 feet to elevation 1591.0. By lowering the grade we were able to found the reservoir footing on solid rock excavation rather than partially on rock and partially on fill. This will prevent differential settling.

The handicap ramp shown on Standard Drawing L1024 needs major revisions. The 1½" x 1½" steel tubing could not be bent on the 12" radius without crimping so two 45° bends were made. Detail A specifies case hardened machine bolts. The bolts can not be galvanized and are rusting.

Drawing L1024 does not have any provisions for protecting the 1½" x 1½" x 15 guage tubing used as railing from the traffic. One railing on the northbound side was struck and damaged. The contractor repaired the rail and submitted a claim for $670.58. We have not paid the claim as we had not accepted the project.

and assumed responsibility for damages. The contractor is still pressing on this matter. Price Agreement #14 for $1,000.00 was written to install a 3 ft. wide section of sidewalk and curb outside of the handrail for protection. A rail on the southbound side was struck and damaged after the State accepted the project. The tire tracks showed that the individual had driven forward through the rail and over the curb. This would indicate either very poor depth perception, some type of mind altering agent, or deliberate vandalism. No additional damage has occured. I would recommend the curb be added as minimum protection on future projects.

The sign detail shows 12" x 12" handicap sign mounted 6 ft. above the sidewalk. The new handicap sign standard is 24" x 24". I would recommend the drawing be changed to reflect the 24" sign and the mounting height be raised to 7 ft. to reduce the chance of clouting a pedestrian on the head.

I have not observed any damage at the Manzanita Rest Area though the rails have been in place more than 4 years. The ramps at Manzanita Rest Area were of a completly different design which provided protection for the rail. I think a whole new look at the ramp design might be of more value than a revision of the existing Standard Drawing L1024.

The Cascade Trefoil and Tegmare Dwarf Intermediate seeds were not readily available so Price Agreement #2 was written to substitute Big Sherman Bluegrass, Durar Hard Fescue and Birdsfoot Trefoil with a credit to the State. The roadside seeding and mulching required 2½ acres rather than the 1 acre included in the bid quantity.

additional ½ acre was placed at the lagoon dikes and over pipe lines. The seeding and mulching along the reservoir road was placed in the fall of 1978 with excellent germination and growth.

BUILDINGS

The Waste Water Chlorination Building roof is designed to be removed for pulling pumps from receiver sump. No provisions such as lifting eyes have been included in plans for removal of roof.

The Chlorination Building roof did not have provisions for painting or any other preservative treatment of the exposed wooden eaves.

Special provisions require aluminum block vents. The contractor claimed plastic vents are more commonly used and represent the current "state of the art". He also said they were more economical to use and easier to obtain. I do not know if he is right but think this suggestion should be considered.

The lavatory counter detail shown on Drawing 33751 includes a note to "notch as required". The contractor used a specified lavatory. When this lavatory was installed the "notch" came clear through the plastic laminate front panel. To mask this the 27" clearance was reduced at the intersection with the front panel. The counter block end wall was bolted to the building wall. However the wooden lavatory counter and frame did not have a positive connection to the floor or walls. To reduce the chance for vandalism we bolted the counter frame to the walls. I would recommend this on future installations.

Drawing 33751 shows removal of both light fixtures in the building remodel with only one being replaced. This proved to be inadequate and Price Agreement #13 included provisions to replace both light fixtures.

The urinal screen furnished was cantilevered from the wall. Price Agreement #12 included provisions to add a post from the screen to the floor.

The contractor was particularly inept when it came to the application of plastic laminate. It took three separate attempts and the hiring of a "specialist" before the laminate would bond. I do not think the flaw was in the plans or specifications.

WATER SUPPLY SYSTEM

The contractor furnished an "Amtrol, Well-X-Troll" Model No. WX-252 hydropneumatic tank as specified. The specifications states minimum working pressure will be at least 125 psi with the relief valve set at 125 psi. The manufacturers approved detail sheets note that it has 100 psi maximum working pressure. This leaves a relief valve set 25 psi higher than the tank it is protecting.

The plans and Special Provisions require a minimum extension of 8" above ground for the well casing. This is located in the lawn between the truck parking area and toilet building.

This is a tripping hazard which was not solved on the project. The Special Provisions included a requirement that the existing riser pipe be replaced if the Engineer determined it was not in good condition. The riser pipe was rusty and pitted so the Engineer determined it was not in good condition and had it replaced. A verbal and written exchange was initiated as the contractor considered additional compensation in order. The State prevailed. However I think it would be more equitable to specify payment at invoice cost on force account basis if required and include as an additional item in the contract authorization. I don't know how a contractor could rationally have bid on this item.

The contractor received permission to install the 2½" reservoir pumping line and 4" water supply line along the reservoir access road shoulder. Price Agreement #1 was written to allow this change at no increase in price.

We had even greater than normal difficulty enforcing compaction specifications over the pipe lines. Fortunately heavy rains occured before the project was completed and compaction deficiencies were revealed by settlement.

The contractor tried to leave without restoring the lawn where it had been damaged by his trenching and excavating. Section 107.23 of the Standard Specifications has been the grounds for not accepting the project until the lawn is restored or replaced. To date the project has not been accepted as the lawn has not been restored. It may be [illegible] better to highlight the land restoration requirement by including it in the Special Provisions.

The hose bib for the Lagoon Waste Water Disposal Facility Wash-Down was shown on plans sheet 33763 to be frost proof even though it was installed vertically through the floor slab. The frost proof hose bib will only function when installed horizontally. A stop and waste valve with dry well was installed outside of the building. However this will require an individual turning the valve to drain the line.

If Drawing No. 33755 for the 50,000 gal reservoir is used again it should be revised to correct some minor errors. "Detail A" shows a dimension of 1'-8½" while two dimensions on the same detail show 6" and 10½" for a total length of 1'-4½" or 4" difference. The drawing shows a redwood ladder inside the tank and galvanized outside while page 42 of the Special Provisions specifies interior and exterior ladders will by galvanized. The grout plugs shown around floor slab pipe entrances were deleted as being too difficult to seal. A plywood ring was placed over the end of the 12" CIP access ducts with the floor slab poured around the inlet or outlet pipes and monolithically with the floor slab. The Special Provisions require two " O " rings while the approved detail sheets allowed a single "O" ring.

The 3" float valve is only shown on Drawing No. 33755. The payment item for 50,000 gal redwood Reservoir states "Excepting for the valves shown-----". However the valve was not included in any of the bid items. Fortunately the contractor did not press this point and furnished without demanding extra compensation. There is no description of this valve in the Special Provisions. Neither the plans nor specifications indicate an operating range or elevation for the float valve. The float rod has a maximum extension of 22" above the pipe centerline. The maximum and minimum level adjustment available with the approved valve is 18" to 1½".

Setting the valve high enough to use most of the tank capacity makes the frost cover interfere with the valve and float rod action. The valve is located so far from the access ladder that the tank has to be drained and a ladder used to adjust or maintain the valve. To solve these problems a hole was cut in the dust cover directly above the float valve. This still presented a problem as the conical roof has very little clearance over the frost cover. A better solution would be to install the valve further from the edge and near the access ladder.

SEWAGE DISPOSAL SYSTEM

SEWAGE LAGOON- When the lagoon was staked it was obvious that an elevation problem of some sort had occured as the excavation was much less than the 9,300 CY noted in the Special Provisions and the cut and fill were not balanced. The circuit to our bench had closed so we assumed the error was in the plans and lowered the bottom of lagoon elevation by 2½ ft. This more nearly balanced the excavation and allowed us to found all of the bottom on cut rather than partially on fill. No cross sections were run on original ground between the dikes. The ground was not level but we assumed any errors would average and computed excavation based on straight line from dike to dike. This computed excavation quantity was 10,009 cubic yards. The computed fill quantity was 9,195 cubic yards. This would allow an 8% shrinkage for compaction and only exceed the estimated quantity for this lump sum item by 7.6%.

When constructed an additional 1112 cubic yards was required from a borrow source. This increased the total excavation to 11,121 cubic yards. A remeasure indicated that 407 cubic yards of this material was placed outside of neat lines. Using these values the shrink will calculate as approximately 15.55%. This is a high shrinkage figure but could be possible for the combination of gravel, sand, and silty loam.

When a Price Agreement was written to compensate the contractor for the additional excavation, he had a land surveyor check the calculations and job site. The surveyor compared the contours on drawing no. 33758 with the undisturbed ground and decided that the datum plane on the drawing was 3 ft too high. He reconstructed cross sections using the adjusted contours from drawing 33758 and computed a total quantity including borrow of 14,042 cubic yards. I have not received a copy of his calculations to review. I do think his calculations are suspect as it would require approximately 34% shrinkage to place the quantity he claims to have excavated in the fill we have computed. The claim for this item has not been settled at the time of writing.

The Special Provisions state the interior slopes and bottom of lagoon shall be covered with minimum 6-inch layer of sandy material selected from required excavations. Contract drawing 33759 and all other details show 12" sand on the bottom of the lagoon. The failure to find suitable sandy material from required excavations was solved by importing sandy material. Price Agreement #10 included $5,740 to compensate the contractor for furnishing the sand. At this time he has submitted an additional claim as he does not consider this adequate compensation. I anticipate total rejection of his claim.

LAGOON UNDERDRAIN SYSTEM- The 3" slotted corrugated ADS drainage pipe shown on drawing no. 33758 is not mentioned in the Special Provisions.

The plans show the various underdrain lines connected and feeding into the Waste Water Receiver Sump. The 3" ADS drain pipe is shown in the 12" of sand under the liner. We could not even maintain the 0.1% slope shown but had to reduce slope to stay in the sand. We also could not maintain the minimum cover and grade shown on drawing 33759 for the 4" AC perforated line and connect it with the 6" PVC underdrain line as shown on the plans. Price Agreement #11 was written to extend the 4" AC line directly to the Waste Water Receiver Sump.

I understand that the underdrain system was requested by DEQ.

The sewage lagoon at Valley of the Rogue State Park has been approved by DEQ without requiring an underdrain system. I would recommend that this item be deleted in future installations. The cost was approximately $25,000.00. With less than 0.1% slope and the drain in a sand layer I think it would be difficult to use this system to pin point a leak. When the water table rose during the rainy season last winter, the Waste Water Receiver Pump ran constantly pumping water from the underdrain system. The grades and ground line are such that the underdrain can not be run to any natural drainage above ground. Even if the receiver pump was big enough to lower the water table, it would not work as the water is irrigated in the same general area and would have to be recycled through the drain line and pump.

LAGOON PIPING- The contractor requested permission to substitute 4" PVC for 4" A.C. pipe. This was approved on Price Agreement #9 with a $782.75 credit to the State for reduced material costs. The contractor noted that his labor costs were also reduced. I recommend the substitution of PVC for A.C. pipe be considered to reduce costs on future installations.

The fillets on the overflow weir were difficult to form. A constant 6" x 12" fillet would have been cheaper to built than the fillet shown on sheet 33760. I don't think the variable fillet dimension from 6" x 12" to 24" x 42" is of much advantage as flow rates over this weir are very low.

Some method of anchoring the 2" x 12" plank decking over the weir would have been better than having them lie loose on top of the weir.

LAGOON LINER- No problems were noted in installation or leakage. I would recommend continued use of this method. Some difficulty occured in conducting the evaporation test as the closest evaporation pans were located in Medford and at Dexter Dam near Cottage Grove. Evaporation pan readings are not taken after November 1.

CHAIN LINK FENCE- The contractor had much difficulty meeting the galvanization specifications. Several samples failed. I discussed this with Bob Conklin in the Materials Section and found this is a recurring problem.

The fence was constructed with the barb wire extension arms sloping inward as noted on drawing no 33761. It appears to be our intent to prevent the trespassor's escape rather than prevent his entry.

SEWAGE PUMPING STATION- The contractor furnished an aluminum, single door access hatch designed for minimum live load of 300 pounds per square foot. This was accepted in lieu of the steel double door hatch designed for a minimum live load of 150 pounds per square foot specified. The light weight aluminum made the use of a single door acceptable.

The blower switch was installed on the access hatch rather than the manhole. The access doors were much easier to open and it was noted they were always opened to investigate any malfunction before the manhole was used. At times a ladder in the access hatch was used to enter the sump and the manhole lid not removed.

We have had difficulty with the pump panels. The submittal sheet had very little detail and the supplier did not furnish a panel and enclosure conforming to the detail sheets that had been approved. The contractor has made some changes in the enclosure and we have approved the circuit diagram for the panel which was installed. When the contractor demonstrates that the system will operate as required in the Special Provisions we will accept the installation. I think these difficulties would have been reduced if the electric schematic of the pump station had been disapproved when submitted as it was not complete.

Drawing #33768 shows a 4" C.I. overflow to be located in the field. This overflow was to be connected to the existing line between the septic tank and drainfield. The exhaust blower controlled the maximum elevation sewage could rise before having to overflow. Even with a minimum grade on the overflow line the septic tank outlet was so high it would have taken almost 100 ft. of pipe to get enough fall to intersect the flow line on the drainfield line. This grade relationship should have been considered in the design stage. The overflow pipe should have shown an elbow or tee section to keep floating solids out of the overflow line. The plans note existing septic tanks are to be abandoned but we had no provisions to pump or backfill the tanks. I understand that backfilling is required by the DEQ.

We revised the plans to connect the pumping station overflow into the septic tank. This solved most of the problems noted in the preceeding paragraph and prevented the introduction of raw sewage into the drain field.

WASHDOWN WATER SUPPLY- The plumbing inspector would not accept the washdown installation as shown on drawing #33767. Even though a backflow prevention device had been installed and the installation revised to comply with DEQ requirements, he interpreted the sanitation code as not allowing the hose in the sump. The system was revised to install a hose and hose bib in a plastic valve box outside of the pumping station.

WASTE WATER DISPOSAL FACILITIES- The rebar in the Chlorination Building floor slab is serving very well. The fill around the receiver sump settled leaving the floor slab suspended on the receiver sump and chlorine contact tank walls. No cracking has occured in the floor slab.

The 3" float valve in the receiver pump has a metal shaft connecting the float to the valve. The 5 gpm fixed flow valve on the pumps and the flow through the inlet pipe caused so much turbulence the float jams against the sump wall bending the shaft. The valve will then not function. The valve has also been jammed by small twigs and leaves. This valve was one of the DEQ mandated "improvements".

The sump pump panel shown on Drawing 33762 was not required as the mechanical alternator was part of the pump. Drawing no. 33763 shows an alarm level on the Waste Water Receiver sump. The mechanical alternator did not include an alarm. No details of this alarm system or how it would be connected are shown on the plans or in the Special Provisions. It was not installed.

The contractor told me men working in the Waste Water Receiver sump became dizzy and started to blackout on several occasions. I do not know if oxygen became depleted or if some type of gas was entering from the lagoon underdrain system. This problem is not related to the sewage as at least one incident was noted before sewage was pumped to the lagoon. If we can get the float valve problem solved, access to the sump should be negligible. I do not think anyone should work in the sump unless accompanied by an individual who does not enter the sump.

Contract drawing 33762 shows the vertical dimensions for the Chlorine Contact Tank on Section B-B. Section A-A showing the relationship between the receiver sump, chlorine contact tank, and irrigation sump does not have the contact tank drawn to scale in the vertical dimension. When the true elevations are shown the irrigation sump had to be lowered two feet to allow gravity flow from the contact tank. Price Agreement #9 accomplished this by adding a two foot ring on the sump to increase the total height to 12 ft. The discrepancy in the chlorine contact tank dimensions also affected the chlorine inlet diffuser installation.

I was told by the contractor that deflection mixing vanes shown on drawing #33764 were difficult and expensive to fabricate. Welding and galvanizing without warping presented a problem. If this detail is used on future projects it should be reviewed to see if the benefits warrant the cost.

The chlorine contact tank is open. We had anticipated trouble with debris in the tank. To date no debris problem has occured. I still think this has a potential debris problem and slight safety hazard.

The chlorine contact tank installed for Sunset Bay State Park did have a debris problem requiring addition of a screen as a change order. Installation of screens on future projects should be considered.

The contractor submitted an "or equal" for the Waste Water Irrigation pump. After installation low pressure at the sprinkler heads was noted. A flow test showed that the pump was not performing in the pump curve. The contractor removed the pump but the supplier was unable to make satisfactory repairs. The contractor then ordered the pump listed in the Special Provisions as a replacement pump. The replacement pump was installed July 24, 1980. This pump was performing satisfactorily until it "blew up" on the day of installation. The contractor stated our design was the cause of all his pump problems and he would hire a consultant to prove we had specified the wrong pump. We have not received any further information from the contractor on this pump. I do not think he has been able to find a consultant to prove the design wrong. I will not submit the third notification until the pump is replaced.

Section 685.33, page 82 of the Special Provisions requires installation of PVC irrigation lines on top of the ground surface. These lines following the ground contours and have no provisions for drainage. Last winter three sections were damaged by freezing. The contractor did install the 3" PVC pipe from the irrigation pumping station in a trench at no additional cost to the State. I would recommend that pipes be buried on future projects or set at a constant gradient with drainage provisions.

Drawing #33752 shows the Waste Water Irrigation Sprinklers at 80 ft. centers. Page 83 of the Special Provisions includes a requirement that sprinkler heads irrigate an area approximately

134 ft. in diameter. We revised the sprinkler spacing to 134 ft. centers. This prevented overlap which should increase the rate of evaporation, transpiration, and absorption into the ground.

ELECTRICAL DISTRIBUTION SYSTEM

The contractor chose to install new 2" PVC conduit under the parking area and between the two sides of the highway rather than remove the existing wires from the existing 2" metal conduit. The contractor considered this more economical and the State benefitted by have a reduced closure period. Page 84 of the Special Provisions requires a 2" x 6" marker plank over "conduits" carrying primary power. The primary power on this project was direct burial with no conduits. Price Agreement #5 was written to place plank over the direct burial primary line and warning ribbon over the secondary lines.

The power company was difficult to work with. They insisted on an approved permit from the State to cross under the freeway before they would start work or complete the agreement. If the [illegible] permit had not already delayed the project this could have become a real bottleneck.

SUMMARY

The plans and specifications for this project should have been reviewed more thoroughly. Most of the plan sheets have not been initialed as being checked. I do not remember all the circumstances but think this was put together in a "rush" atmosphere with many details copied directly from the Boardman Sewage Lagoon. The problems with plan discrepancies were compounded when the contract was awarded to a contractor who "exploited" errors. He has several claims pending and even on the Price Agreement already settled it took more than normal bickering and negotiation to obtain an acceptable price.

Gordon Ballard and Jim Hansen of the Structural Design Section gave excellent support. Even though Jim was not the original designer he gave technical advice and assistance anytime we had difficulties.

28 Aug 80
date

Keith L. Martin
Keith L. Martin
Resident Engineer

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
SEP 0 9 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8781

CORRECTED

CON 5
#8781

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 8, 1980

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

AGENDA
JAN 15 1980
10 7(a)

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Cow Creek Safety Rest Area
Pacific Highway, Douglas County
Contract No. 8781

This interstate grading, paving and sewage improvement project is nearing completion with only minor work remaining. It is now apparent that the project authorization will overrun by approximately $79,325 or 16.9 percent.

A delay early in the project in acquiring a permit from the Department of Environmental Quality delayed completion of the contract work. Changes in the work required to comply with the permit increased the project cost $25,000 for added work. The contractor also incurred additional costs resulting from the suspension. The contractor is entitled to reasonable compensation of these costs in accordance with ORS 279.328. The contractor submitted a claim for $74,461.68. The costs have been thoroughly reviewed and it has been determined that $39,425 of the costs claimed are reasonable and eligible for compensation. The contractor has agreed to settle for that amount plus interest at six percent per annum as provided for by statute.

The delay also contributed to an anticipated $26,000 overrun of the cost estimated for the project engineering, partially due to the costs of stopping work for the winter and analyzing the contractor's claim. Underruns of several bid items and other anticipated work partially offset these increases.

It is recommended that the claim be settled in the amount of $39,425 plus interest and that the project authorization be increased to $547,418.87. This matter will be on the consent calendar for your January 15 meeting.

WR:mk jh

bc:	F. B. Klaboe	Alfred Shirley, Jr.
	R. W. Gormsen	V. E. Skoog
	C. T. Keasey	George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318
DEPT. TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8781

TO: Memo to the File

DATE: January 8, 1980

FROM: Warren Richards
Construction Office Manager

SUBJECT: Negotiated Claim Settlement
Cow Creek Safety Rest Area
FAP No. I-5-2(86)83
Contract No. 8781

A meeting was held at the Construction Branch office on January 7 to negotiate a claim settlement on the subject project. Representing the contractor (Paul Bros.):

Gary Arnold,	Project Superintendent
Bob Shoemaker,	Attorney
Richard Paul,	Owner
Cliff Paul,	Owner

Representing the Highway Division:

Keith Martin,	Resident Engineer
James Gix,	Region Construction Engineer
Bryant Jackmond,	Contract Administration Engineer
Warren Richards,	Construction Office Manager

The claim involved costs alleged to have been incurred by the contractor due to an order to suspend work on the sewage lagoon. The suspension was ordered by the Resident Engineer September 28, 1978 due to the Highway Division's inability to obtain a DEQ permit as anticipated. The permit was issued November 22, 1978 and the suspension order was lifted.

The Highway Division recognized from the beginning that the contractor had incurred additional costs due to the delay in obtaining a permit. It also recognized that the contractor was entitled to reimbursement in accordance with ORS 279.328. The disagreement with the contractor dealt primarily with the amount of the costs and their eligibility for reimbursement.

The contractor provided sufficient data to begin analyzing the claim on July 25, 1979. After much discussion, analysis and the furnishing of additional information requested by the Division, the January 7 claim meeting was held.

The parties arrived at a negotiated settlement of $39,425. The Division also agreed to pay interest from August 24, 1979 until date of payment. The contractor had requested $74,461.68 which included a number of alleged costs denied by the Division. The Division had not offered a settlement prior to the January 7 meeting.

A list of the claimed costs and the negotiated reimbursements is attached.

WR:fr

Att.

CLAIM SETTLEMENT

Cow Creek Safety Rest Area
Contract No. 8781

	Item	Claimed	Settlement
A.	Mobilization	$ 1,765.26	$ 1,593.60
B.	Management & Super. (Loss of Efficiency)	7,061.20	3,514.24
C.	Extra Equipment	5,268.45	2,802.39
D.	Additional Operating Expenditures (Remobilization & Restoration)	2,692.45	2,098.96
E.	Overhead	47,418.80	28,215.85
F.	Subgrade Moisture	1,929.08	1,200.00
G.	Increased Energy Cost	Waived	-0-
H.	Consultant Fees (Attorney Costs)	2,500.00	-0-
I.	Establishment of Documentation & Procurement Costs (Claim Presentation)	1,700.00	-0-
J.	Interest at 1%/Mo.	4,126.44	6%/Yr. from 8/24/79
		$74,461.68	$39,425 + Interest

8781

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Cow Creek Safety Rest Area	WEEK ENDING 5 January 1980
		SECTION PREFIX 610-1085
	HIGHWAY Pacific	COUNTY Douglas
E OF JOB ow Creek Safety Rest Area	KIND OF WORK Grade, Surface, and Sewage Improvement	
RACTOR aul Brothers, Inc.	CONTRACT NUMBER 8781	FEDERAL AID PROJECT NUMBER I-5-2(86)83
E OF CONTRACT August 1978	DATE WORK STARTED 28 August 1978	ESTIMATED COMPLETION DATE
RAGE FORCE ON PROJECT FOR THE WEEK: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ECT AUTHORIZATION: $468,693.87	SPECIFIED COMPLETION DATE 16 October 1979	PERCENT OF TIME ELAPSED 17 day overrun
LUSIVE OF ENGINEERING: $430,976.29	ENGINEERING AUTHORIZATION $37,117.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97.8%
MATED COST OF COMPLETED JECT, EXCLUSIVE OF INEERING $444,468.66	ENGINEERING COST TO DATE $57,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100.9%
MATED PERCENT: OVERRUN 3.1 %	PERCENT OF AUTHORIZATION 153.6%	DATE PROJECT WAS COMPLETED: 2 November 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

ARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
S IN PROJECT					
S PARTIALLY COMPLETED					
S COMPLETED					
AL ESTIMATED QUANTITIES (CONTRACT)	4000 CY	620 CY			
AL QUANTITIES CORRECTED TO DATE					
MATED QUANTITIES MOVED OR PLACED TO DATE	4440 CY				
RAGE DAILY QUANTITIES					
RAGE DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME					
BER OF SHIFTS PER DAY					
S PER SHIFT					

PMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
NDAY 30	Rain, Mild			
NDAY 31	Rain, Mild			
ESDAY 1	Part Cldy,			
DNESDAY 2	Cloudy			
RSDAY 3	Part Cldy			
DAY 4	Showers			
URDAY 5	Showers			

RECEIVED
JAN 9 1980
CONSTRUCTION BRANCH
Kuds..y / Jackmonth / Hopkins / Williams / Johnson / Glenn
Richards / Berg / Inloes / Widmer / Osbauer / Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity
MONDAY 31	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project complete except for clean-up and finish work noted at semi-final inspection.

NEXT WEEK: No activity anticipated, contractor is to contact this office prior to resuming activity.

SIGNED Perry L. Nichol
Keith L. Martin
LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GR[illegible]G BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9181

DATE: January 4, 1980

CON 5
#8781

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Cow Creek Safety Rest Area
Pacific Highway, Douglas County
Contract No. 8781

This interstate grading, paving and sewage improvement project is nearing completion with only minor work remaining. It is now apparent that the project authorization will overrun by approximately $39,900 or 8.5 percent.

A delay early in the project in acquiring a permit from the Department of Environmental Quality delayed completion of the contract work. Changes in the work required to comply with the permit increased the project cost $25,000. The delay also contributed to an anticipated $26,000 overrun of the cost estimated for the project engineering as there was not sufficient work for the engineering crew. Underruns of several bid items and other anticipated work partially offset these increases.

It is recommended that the authorization for this project be increased by $39,900 to a new total of $507,993.87. This matter will be on the consent calendar for your January 15 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8781

TO: H. S. Coulter
State Highway Engineer

DATE: January 2, 1980

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased
Project Authorization
Cow Creek Safety Rest Area
Pacific Highway, Douglas County
Contract No. 8781

This grading, surfacing, and sewage improvement project is nearing completion with only minor contract work remaining. It is now anticipated the project cost will overrun the amount authorized by approximately $39,900 or 8.5 percent.

A required DEQ permit had not been received at the time the contract was let. The project was placed on a partial shutdown order for nearly two months but work was allowed on items other than the sewage lagoon. When the permit was issued, changes were required which increased the project cost approximately $25,000.

Project engineering will overrun by approximately $26,000. This is partially due to the shutdown order delaying completion of the work. The crew did not have other work available at the time. The contractor has submitted a claim for increased costs incurred due to the delay. This claim is still being negotiated and analysis of the claim has contributed to the engineering overrun.

A rough draft letter to the Transportation Commission is attached as is a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Keith Martin
Robert Church

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Cow Creek Safety Rest Area
Date 21 November 1979
Highway Pacific
Contract No. 8781
County Douglas
Kind of Work Grading, Surfacing, Sewage Improvement
Contractor Paul Brothers, Inc.

	Authorized	Estimated	
Contract Amount	$406,367.50	$400,512.	
Anticipated Items	6,050.00	1,656.	
Contingency (4½%)	18,558.79	44,125.87	
Engineering	37,117.58	63,500.00	
Credits		- 1,700.00	
PROJECT COST	468,093.87	507,993.87	
	NET INCREASE $	39,900	8.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(c) General Excavation	14,400.00	+ 1,584.72
(c) Trench Excavation	1,906.59	- 1,176.74
(c) Aggregate Base	9,796.00	- 1,625.80
(c) 4-inch PVC Sewage Pressure Lines	7,440.00	- 2,666.00
(a) Furnish Power Source	1,609.00	- 3,391.00
(u) DEQ Permit Revisions	24,902.13	+24,902.13
(u) PA #2-2 Additional Seeding and Mulching	3,981.61	+ 3,981.61
(u) PA #9-1 Sewage Lagoon Revision	-1,557.75	- 1,557.75
(u) PA 10 Liner Bedding	5,740.00	+ 5,740.00
(u) PA 14 Widen Wheelchair Ramp	1,000.00	+ 1,000.00
(u) SFO #4 Pump Septic Tanks	1,070.00	+1,070.00
(u) Adjust Sewage Lagoon Earthwork Quantities	6,500.00	+ 6,500.00

Principal reasons for overruns (Continue on reverse side): The DEQ permit had not been received at the time contract was let. Changes required to comply with permit provisions cost approximately $25,000 additional. Stopping work for winter and resuming in Spring increased engineering costs. Low work volume during this period caused more crew overhead to be charged to this project. Analysis of Contractor claim has increased engineering.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Keith L. Martin
Keith L. Martin Resident Engineer

Noted by O. B. Jackmond
For Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by H S Coulter
Deputy or State Highway Engineer

SP*38760-734

#8781 U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-13-7

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-2(86)83
STATE PROJECT NO.: See below
COUNTY NAME: Douglas
PROGRAM STAGE (Check): ☐

PROGRAM NO.:
ITEM NO.: 80318

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-8
orig

RECEIVED
STATE HWY ENGR
JAN 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 7-5-78
DATE AUTHORIZATION EFFECTIVE: 11-30-79
FEDERAL ROUTE NUMBER: Interstate 5
STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:
Cow Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Pump Sludge and Liquid from Septic Tanks

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of November 30, 1979, as requested in Mr. Keasey's letter of December 4, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $1,070 - Federal Funds $987.

DATE: 12-13-79
SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-818

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

October 8, 1979

Robert C. Shoemaker
Attorney at Law
1331 S.W. Broadway
Portland, Oregon 97201

Re: Cow Creek Safety Rest Area, Pacific Highway,
Douglas County, Contract #8781

Dear Mr. Shoemaker:

This will confirm our telephone conversation on October 2nd to the effect that the Highway Division has not denied the claim of Paul Brothers (the contractor) under this contract.

The Highway Division has requested additional documentation from the contractor relating to several items of the claim and when such documentation is received the claim will be evaluated and an offer of settlement will be made to the contractor.

This will also confirm our conversation to the effect that you will not institute legal proceedings as mentioned in your letter of September 25, 1979, addressed to the Department of Transportation.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:hg
cc F. B. Klaboe
H. S. Coulter
Keith Martin
James A. Redden

RECEIVED
DOT DIRECTOR
OCT 8 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8781

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-26-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-2(86)83

STATE PROJECT NO.
See below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator	PROGRAM NO.	ITEM NO. 80318

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-2
orig

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO
Tischring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	6-29-79	Interstate 5	Primary 1

GENERAL LOCATION:
Cow Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Furnish 4 standardized wheel chair ramp logo signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-29-79, as requested in Mr. Keasey's letter of 7-5-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $50 Federal Funds $46.

DATE 9-26-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

8781

LINDSAY, NAHSTOLL, HART, NEIL & WEIGLER
ATTORNEYS AT LAW
THE CARRIAGE HOUSE
888 S. W. BROADWAY
PORTLAND, OREGON 97201
TELEPHONE (503) 226-1191
226-1191

DENNIS LINDSAY
R. W. NAHSTOLL
ALLAN HART
CARL R. NEIL
JERARD S. WEIGLER
ROBERT C. SHOEMAKER, JR.
RICHARD WM. DAVIS
JONATHAN A. ATER
ROBERT B. CONKLIN
JAMES H. BEAN
CAROL A. HEWITT
ROBERT E. BABCOCK
W. W. KIRTLEY
DANIEL H. SKERRITT
GLEN MCCLENDON
VALERIE D. FISHER
ROBERT W. PALMER
THOMAS E. MCDERMOTT
JAMES N. GARDNER
MICHAEL E. HAGLUND
LINDA TRIPLETT
IVAN LEWIS GOLD
STEVEN K. BLACKHURST
REX E. H. ARMSTRONG
DOUGLAS D. SMITH
KRISTENA A. LAMAR
FRANK V. LANGFITT, III

DONALD G. KRAUSE, RETIRED
GUNTHER F. KRAUSE 1895-1967
CARMIE R. DAFOE 1920-1975
CABLE ADDRESS "CARRIAGE"

September 25, 1979

Keasey
Jackmond J
Hopkins
Williams
Johnson
Glenn
RECEIVED
SEP 28 1979
CONSTRUCTION BRANCH
Richards
Berg
Inlees
Widmer
Gebauer
Church

RECEIVED
STATE HWY ENGR
OCT 3'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
SEP 27'79
REFER TO Keasey
FOR
Info | Inves | R/D ☒ | D/R | Sign | Act | File

9-27
Info-Sollis

Mr. Fred Klaboe, Director
Department of Transportation
Transportation Building
Salem, Oregon 97310

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Mr. Keith L. Martin
Resident Engineer
Oregon State Highway Division
P.O. Box 306
Grants Pass, Oregon 97526

Mr. James A. Redden, Jr.
Attorney General of the State of Oregon
Department of Justice
100 State Office Building
Salem, Oregon 97310

10-2-79
Met with Sollis and he phoned Attny. Shoemaker & advised him the state was awaiting data requested our 8-13-79 letter. Shoemaker said disregard "threats" in his letter & that requested data would be provided. Sollis wi answer letter from Shoemaker

Re: Cow Creek Safety Rest Area, Pacific Highway, Douglas County, Contract 8781

Gentlemen:

This office represents Paul Brothers, Inc., the contractor for the above-mentioned contract. This letter is to notify you that Paul Brothers is making a claim as a result of a stop-work order issued by the Highway Division and its resident engineer, Mr. Martin, on or about September 20, 1978. As a result of this stop-work order, Paul Brothers has suffered damages in the approximate amount of $57,000.

This figure has changed constantly. Paul Bros. claim letter of 7-25-79 claimed $74,415.49.

The stop-work order referred to resulted from the failure of the State Highway Division to acquire proper DEQ permits for the project. This caused a substantial delay in the project and resulted in damages to Paul Brothers. On September 28, 1978, our client wrote to Mr. Martin and confirmed the stop-work order. That letter also stated that Paul Brothers would suffer a monetary loss because of delay.

A meeting was held between Mr. Martin and representatives of Paul Brothers on November 30, 1978. On December 7, 1978, our client wrote to Mr. Martin confirming the meeting and that Paul Brothers was claiming damages of approximately $57,000 because of the delay. The letter states that the Highway Department agreed with Paul Brothers' request for an equitable adjustment, but they (Highway Department) are uncertain as to how and if they can pay for it.

On March 29, 1979, Mr. Martin wrote to Paul Brothers concerning the claim resulting from the stop-work order. In this letter, Mr. Martin indicated a willingness to consider our client's claim and referred to a request for documentation of the claim. Documentation was submitted by Paul Brothers by letter dated April 11, 1979.

On June 7, 1979, I wrote to Mr. Martin questioning his hesitation to accept that portion of Paul Brothers' claim representing a 15% overhead charge.

On July 11, 1979, Mr. Martin wrote a letter to our client responding to the documentation provided in April. With respect to the 15% overhead figure, Mr. Martin stated that he needed more detailed documentation.

Finally, a conference was scheduled for July 26, 1979 in Roseburg. Present were Brian Jackman, Keith Martin, Jim Hicks, Cliff Paul, Gary Adams and Bob Palmer, the latter from this office. During this conference, it became apparent that the state would take the position that they would not pay the overhead cost figure submitted by Paul Brothers. It became apparent that the claim of Paul Brothers could not be satisfactorily concluded.

Mr. Fred Klaboe
Mr. H. S. Coulter
Mr. Keith L. Martin
Mr. James A. Redden, Jr.
September 25, 1979
Page 3

I have gone through this rather lengthy recitation of the communications relative to Paul Brothers claim so that you will be aware of the factual basis for our client's claim for damages. It is our opinion that this matter involves theories of recovery which would be based in contract and tort law. Accordingly, we are providing you with a statutory notice required for tort claims against the state. Among other tort theories of recovery, we are primarily relying upon the following:

1. The State was negligent in failing to acquire the necessary DEQ permits for the work;

2. The State misrepresented that the work could be performed by Paul Brothers pursuant to the contract and then issued the stop-work order;

3. The State failed to act reasonably in obtaining the necessary DEQ permits for the work;

4. It was represented that Paul Brothers' claim resulting from the stop-work order would be considered upon proper documentation of the claim and when such documentation was presented the State has not negotiated in good faith and claims that it cannot pay the claim.

Throughout this process, Paul Brothers has timely notified the State of its claim and attempted to negotiate with the Highway Division. However, because the Highway Division now takes the position that it does not have authorization to settle Paul Brothers' claim in its entirety, we have no choice but to notify you of this claim and inform you that unless the matter can be resolved within the next ten days, litigation will result.

Very truly yours,

Robert C. Shoemaker

RCS:acs
cc: Mr. Cliff Paul

STATE OF OREGON

INTEROFFICE MEMO FILE: CON 5
#8781

DOT - Highway Construction 378-6318
DEPT. TELEPHONE

TO: Memo to File

DATE: September 10, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Cow Creek Safety Rest Area
Contract No. 8781
FAP No. I-5-2(86)83

Paul Brothers, Inc., contractor on the above project, has requested a 46 calendar day time extension due to a stop work order.

Pertinent contract dates are:

Contract awarded	August 2, 1978
Work started	August 28, 1978
Specified completion	August 31, 1979

The State encountered some difficulties in obtaining the required permit for construction of the sewage lagoon. On September 23, 1978, it was necessary to issue the contractor a stop work order on the lagoon portion of the contract. The required permit was obtained and the stop work order was lifted on November 22, 1978. The lagoon construction was the critical work item with respect to contract time. The stop work order was in effect for 56 calendar days and the contractor's request for 46 additional calendar days for the entire project is reasonable and should be granted.

RECEIVED
STATE HWY ENGR
SEP 11 '79
REFER TO
FOR
Info Inves R/D O/R Sign Act File

OBJ:fr

cc: H. S. Coulter
Alfred Shirley
Keith Martin
FHWA

STATE OF OREGON
1859
~~ROBERT W. STRAUB~~
GOVERNOR
Victor Atiyeh

Department of Transportation
STATE HIGHWAY DIVISION

September 10, 1979

Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Gentlemen:

Time Extension Request
Cow Creek Safety Rest Area
Contract No. 8781
FAP No. I-5-2(86)83

Your request for additional contract time on the above project due to a stop work order on the sewage lagoon construction has been reviewed. The requested time extension of 46 calendar days is granted. The revised specified completion date for this project is therefore October 16, 1979.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: Alfred Shirley
Keith Martin

bc: H. S. Coulter
FHWA

Form 81-734 3123

1 7 11

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(86)83

STATE JECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80318

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-6-78	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Cow Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Install Underground Power Lines, Transformers, and Meters by PP&L.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

RECEIVED
STATE HWY ENGR
JUL 5 -'79
REFER TO
7/5. omg
Moehring
FOR
Info | Inves | R/D | | | | File

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXX XXXXXX PRICE XXX/XX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of November 6, 1978, as requested in Mr. Swan's letter of June 27, 1979 to proceed with the work shown above for the installation of electric distribution facilities to serve the Rest Area by Pacific Power & Light Company for a lump sum amount of $1,609.

I approve the Agreement with Pacific Power and Light Company.

DATE 7-3-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—620-787

STATE OF OREGON 1859

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-4

June 27, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Electric Service
Pacific Power & Light Company
Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Project No. I-5-2(86)83

NOTED
E. S. HUNTER

Dear Mr. Green:

Reference is made to Jack M. Cartwright's letter of November 8, 1978 which confirmed your verbal authorization for Pacific Power and Light Company to proceed with the installation of electric distribution facilities to serve the Cow Creek Safety Rest Area as of November 6, 1978. Mr. Cartwright's letter also acknowledged that Federal participation in the State's share of the installation cost would be subject to FHWA's review and approval of the finalized agreement. A review of the Utility Unit's files indicates that the final agreement was not submitted for your review and approval.

Here is a copy of the fully executed agreement between the Department of Transportaioon and Pacific Power and Light Company covering the installation of electric distribution facilities to the Cow Creek Safety Rest Area. Attached to the agreement is the lump sum estimate in the amount of $1,609.00, the net cost to the State for installation of the electric service facilities.

An appropriate permit for the installation of the Pacific Power and Light Company's distribution facilities will be issued as required.

Your approval of the electric service agreement and Federal participation in the lump sum cost of the electric service installation is requested. The cost to the State is $1,609.00.

Yours truly,

D. E. Swan

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
JUN 28'79
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Attachments

cc: E. S. Hunter ✓
Jack M. Cartwright
Keith Martin
John Christopherson

Form 734-3123

PACIFIC POWER & LIGHT COMPANY
920 S.W. SIXTH AVENUE · PORTLAND, OREGON 97204 · (503) 243-1122

December 20, 1978

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon

MISC. CONTRACTS and AGREEMENTS No. 6920

Attention Mr. Jack Cartwright

Enclosed is a fully executed original signature copy of the Electric Service Agreement between the State of Oregon and Pacific for the Cow Creek Safety Rest Area in Douglas County, Oregon.

Sincerely,

W. E. Salmon

W. E. Salmon
Contract Customer Services

WES:ms

cc: Mr. Dick Jones - PP&L - Grants Pass

xc: Alfred Shirley w/agree
Keith Martin "
Rich Evans "
Gen Files w/Orig Agree.

RECEIVED
DEC 22 1978
RR & UTILITY UNIT

TELECOPIER 243-4774 · TWX 910-464-1594

8791

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

November 8, 1978

In Reply Refer to
File No:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention Glenn K. Hossner
District Engineer

Electric Service
Pacific Power and Light Company
Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Project No. I-5-2(86)83

Gentlemen:

Confirmation of your verbal authorization for Pacific Power and Light Company to proceed with the installation of electric distribution facilities to serve the Cow Creek Safety Rest Area as of November 6, 1978 is requested. The ditch excavation and backfill for the electric service installation will be provided by the State's contractor. Pacific Power and Light forces will install the underground power lines, transformers, and meters. Estimated cost of the work is $4,977.00. Estimate revenues for Pacific Power and Light is $3,368.00. State is to reimburse Pacific Power and Light for the difference, a lump sum, $1,609.00. A draft agreement between the State and Pacific Power and Light has been prepared and forwarded for Pacific Power and Light's review. Copies of the agreement and Pacific Power and Light's estimate are attached. It is understood that Federal participation in the State's share of the installation cost is subject to Federal Highway Administration's review and approval of the finalized agreement.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

JMC/seb

Authorization date of
November 6, 1978 is approved:

G. K. Hossner
Glenn K. Hossner, District Engineer

cc: ✓H. S. Coulter
Keith Martin
Rich Evans
John Christopherson

RECEIVED
STATE HWY ENGR
NOV 14 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

RECEIVED
NOV 13 1978
RR & UTILITY UNIT

AN EQUAL OPPORTUNITY EMPLOYER

Form 734 [illegible]

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 6, 1978

Mr. Howard Larson
Pacific Power and Light Company
315 N. E. Sixth Street
Grants Pass, OR 97526

Electric Service Agreement
Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Project No. I-5-2(86)83

Dear Mr. Larson:

Here are two copies of a proposed Electric Service Agreement between the State of Oregon and Pacific Power and Light Company which provide for electric service to the Cow Creek Safety Rest Area located on the Pacific Highway, six miles north of Wolf Creek in Douglas County, Oregon.

Please review the draft of the agreement and advise whether or not any changes are required by Pacific Power and Light Company. Please note that the amount of the minimum monthly service charge in Paragraph 2 has been left blank. Please indicate the minimum monthly charge. Upon receipt of your approval, the State will finalize the agreement and send it to you for signature.

Please be advised that the State has reviewed and approved your plan and estimate for the installation of the electric service. The State will reimburse Pacific Power and Light Company $1,609.00, the difference between the construction cost and the estimated revenues, upon completion of the electric service installation.

Would you please contact Keith Martin, Resident Engineer, P. O. Box 306, Grants Pass, OR 97526, telephone 479-9812, and make arrangements to meet with the State's contractor as to the location of the ditching required for your electric service installation.

Your cooperation and assistance in supplying the requested electric service and execution of the Service Agreement is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/seb
Enclosure
bc: Glenn K. Hossner-FHWA
H. S. Coulter
Alfred Shirley
Keith Martin w/Agree
John Christopherson w/Agree

NOTED
H.S. COULTER

Form 81-734 3123

8781

September 20, 1978

The Honorable Bill Markham
State Representative
Route 1, Glenbrook Loop Road
Riddle, OR 97469

Dear Representative Markham:

Cow Creek Safety Rest Area, Douglas County
Sewage Disposal Project, Contract No. 8781

The following information is furnished in response to your inquiry.

1. A contract for installation of a sewage lagoon was awarded to Paul Brothers, Inc. on August 2, 1978.

2. The sewage lagoon was selected over a pipeline to Glendale because of cost. The cost of the pipeline concept was estimated at $239,000 plus a $775 monthly service fee charged by the City of Glendale. (This includes $82,000 initial fee charged by the City.) These were 1975 prices. The effect of inflation would raise the 1978 price to about $285,000 plus the service fee. Contract price for the lagoon (1978) is $205,000 with maintenance and operation estimated at $50 per month.

3. An environmental assessment was written for this project and approved by the Federal Highway Administration in December 1975.

4. The 100-year flood elevation at the lagoon site is 1453.4. The inside bottom of the lagoon is at elevation 1454.0 and the top of the berm around the lagoon is elevation 1462.0.

5. Issuance of the DEQ permit is contingent upon resolution of a few minor items. These items should be resolved by the time you receive this letter.

Meetings were held with the City and the Umpqua Council of Governments during the planning stage of this project and it was our impression that their concerns had been resolved.

Please let me know if you have any further questions.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Senator Jason Boe
Martin Brooks, Mayor, City of Glendale

bc F. B. Klaboe
Alfred Shirley, Jr.
Walt Hart

RWE:dh ia

8781

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1978

Paul Brothers, Inc.
29 N. E. 148th Avenue
Portland, OR 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8781 for work in Cow Creek Safety Rest Area in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[illegible]
Enclosure

cc Fireman's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, OR 97204
Attn: Fidelity & Surety Dept.

C. T. Kessey
Walt Hart
Robert Church
Alfred Shirley
Keith Martin
Tom Savage
Jim Kinns

pb

paul brothers, inc. 29 n.e. 148th avenue, portland, oregon 97230 (503) 256-1550

September 11, 1978

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Enclosed are two copies of Contract No. 8781, which have been signed. Thank you.

Yours very truly,
PAUL BROTHERS, INC.

By Cliff H Paul
Cliff H. Paul

chp:emb
Enclosures

NOTED
C. W. HEAD

RECEIVED
SEP 12 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9/8/78 Tel'd
Richard Paul
Re-#8781
Ret on 8/15 for Pres-sig-
(not ret-yet)

~~Cec [illegible] 8781~~

9-8-78 Cec called Paul Bros. and talked to Richard Paul concerning Contract No. 8781. Mr. Paul said he thought they had sent the contracts back, but in looking in the file, they have all three copies. He said they would send them right away. (the 2 we need)

8781

August 2, 1978

Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work in the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County for the sum of $406,367.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8781.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Keith Martin
Tom Savage
SAIF
Fran

8781

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO 7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(86)83

STATE PROJECT NO. See belwo

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80318

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7-5-78

DATE AUTHORIZATION EFFECTIVE 7-5-78

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary1

GENERAL LOCATION:

Cow Creek Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Comfort and convenience facilities

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temp. erosion control (E.W.) $500.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $549,660 Federal Funds $506,896.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE 7-5-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8781

1-5.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78

Donald L Rout

________ Bid Letting ________ All Clear Deadline

SECTION Cow Creek S. R. A.
Highway Pacific
County Douglas Region 3
Type of Work Sewer Improv. Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Significant problems will be covered by permits
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
DEQ	☐	☒	☐	☐	☒	
County Health Dept.	☐	☒	☐	☐	☒	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☐	☐	☐	☒	

87-81

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

May 17, 1978
30

FROM: James J Gix
JAMES J. GIX
Regional Construction Engr.

SUBJECT: Cow Creek S.R.A.
Sewer Expansion
Trailer Holding Tanks

TO: Walt Hart
Structural Design Engr.

In discussing the proposed project for subject rest area, the matter of designing for trailer holding tanks came up.

It appears we have two main considerations in providing these facilities. First we are faced with a matter of need. Since we cannot provide this service at all rest areas simultaneously, we need to establish priorities based on location.

Second, we have the matter of cost effectiveness. Certain sewage facilities lend themselves to the efficient treatment of this added load of chemicals and waste.

Region feels that Cow Creek should be one of the last locations based on both these criteria. We do have a facility at the next rest area (Manzanita) and the biological treatment system (lagoons) would be very costly to modify to include this.

We recommend that a trailer holding facility not be included in the proposed project and that a study be made of need and cost to select another location further north on I-5.

jjg/cw

cc Keith Martin

9 –

1 Versteeg ✓
3 Christensen DOC
George
2 Olson ASL
Terpin
Sullivan
Scott
4 Sevage T

RECEIVED
MAY 23 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

I agree w/ Gix – no dump station; Could put one at Cabin Cr. – (sewage pumped to Oakland) or at Gettings Creek when it is connected to Cottage Grove. (Fiscal 1981 – 6 year Program) if we want to build any more.

CITY OF OAKLAND SAID NO TO TRAILER SEWAGE
T.L.S.

NOTED
G. J. BALLARD
ASL 5/30/78

RECEIVED
MAY 18 1978
BRIDGE SECTION

NOTED
W. J. HART

NOTED
R. W. ELLISON

8771

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 7, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Alfred Shirley
Regional Engineer

SUBJECT:
Cow Creek Safety Rest Area
I-5, Pacific Highway
Douglas County
Sewage Disposal Alternatives

Attached is our December 29, 1976 Memo to the File detailing the December 13, 1976 meeting at Glendale City Hall where the sewage disposal alternative of pumping the sewage from Cow Creek SRA to Glendale was discussed. The Glendale City Council was primarily interested and worried about our installing a lagoon upstream from them, and they were also quite interested in having us reconsider our decision to not pump the sewage to their treatment plant (see Gary Kennon's June 22, 1976 letter to Glendale). We assured them that we are not going to discharge effluent to Cow Creek, but will use spray irrigation land disposal of effluent. We also indicated that the lagoon will have a liner so that Cow Creek will not be contaminated by leaching from the lagoon.

Our decision to not pump to Glendale was an economic one. The initial cost of pumping to Glendale (including participation in the Glendale treatment plant expansion) is about $225,000 with $775 monthly operating expenses while the lagoon installation has been estimated at $140,000 initial cost with $50 average monthly operating expenses. As indicated in our May 5, 1976 letter to Gary Kennon, the $81,900 proposed hookup charge (includes participation in treatment plant expansion, stand-by generation at Sether Avenue Pump Station and a sewer extension--see HGE, Inc., April 1976 report entitled "Cost Estimates for Sewerage Service Extensions to Cow Creek Rest Area for City of Glendale") by Glendale should be able to be reduced by eliminating the sanitary trailer dump station from the proposed expansion. Negotiations with the City should be initiated if you are still interested in this alternate. Please refer to our May 5 letter for detailed information.

Unless your negotiations with the City result in a greatly reduced hookup charge, we would recommend that we proceed with the lagoon alternative. Besides the obvious economic reasons (both initial cost, and operation and maintenance costs) for choosing the lagoon alternative, there is also some value in having an independent disposal system (i.e., not having to depend on someone else for sewage disposal).

The water supply expansion design is near completion, and we anticipate no major changes. The xpansion primarily involves the addition of a 50,000 gallon redwood reservoir on the hill behind the northbound unit and some pipe installation.

JSH:dh
Attachment

cc L. W. Rulien
J. H. Versteeg
J. Gix
J. X. Wilson
Keith Martin

1 Versteeg ✓
2 Olsen
Chr[illegible]
[illegible]
Swenson
3 [illegible] JS

RECEIVED
JAN 10 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

Salem, Oregon
December 29, 1976

R. F. Knapp
Design Engineer

Installation of Sewage Lagoon
Cow Creek Safety Rest Area

Memo to Files

On December 13 Jim Hansen and I went to Roseburg where we met with Jack Ayres, Region 3 Utilities Engineer. The purpose of our trip was to meet at the City of Glendale with the City Council concerning the Highway Division proposal to install a sewage lagoon at Cow Creek Safety Rest Area. Some anxiety had been expressed by the City of Glendale about the Highway Division proposal to construct a sewage lagoon in the vicinity of Cow Creek and upstream from the city.

The three of us on our way to Glendale, stopped at the City of Myrtle Creek to view the Tri-City sewage treatment plant, where we met the plant operators Dick Smith and Roger Hart. The plant is an activiated sludge type that has, I believe, been in operation for approximately three years and is still not functioning up to par. The main malfunction is that the flock is slow in forming, developing and settling out.

About 1:30 p.m. we left Myrtle Creek and arrived at the Glendale City Hall about 2:15 p.m. and met with the City Council and Al Shewey representing the City's engineering consultant, HGE, Inc., Engineers and Planners, Coos Bay, Oregon. Mr. Martin Brooks, Mayor, and Al Shewey carried most of the discussion for the City. The Mayor wanted to know why the State Highway Division was planning on a sewage lagoon rather than sending the rest area sewage to the City of Glendale sewage treatment plant, which had been previously considered. His primary interest was for the State to build a sewer line into the City so that habitations along the way could be connected to the sewer, and also that City costs could be shaved and better defrayed by the 90 percent federal funds available to Highway Division contracts as opposed to 75 percent federal funds that are available to the City. Jack Ayres told them that the Federal Highway Administration would impose some very definite limits on such a proposal, and that at the time he did not know the limitations that might be imposed.

During the meeting several other matters were introduced. One brought up by Al Shewey was that flood conditions on Cow Creek might overtop our sewage lagoon. I told him we would extend the lagoon dike top well above any known flood elevation, after all the Highway Division did not want the lagoon destroyed by a washout. Another one brought up by Shewey was that the City's water system intake was from Cow Creek. I told him that was not what I had been told by others. Then he admitted that there were other water system intakes on other streams not influenced by Cow Creek and that the Cow Creek intake was to supplement summertime water demands. The State Water Resources Department records show that Glendale has water rights and permits for four water diversion points. Three of the water diversion points involve taking surface water from two small creeks and a complex of springs behind and above the City, all diversion points being more than 100 feet elevation above Cow Creek. The creek names are Mill Creek and Section Creek. The maximum allowable combined water diversion from the creeks and the spring complex is 2.07 cubic feet per second. The Cow Creek diversion point generally is for summertime supplemental supply and allows a maximum water diversion of 1.0 cubic feet per second.

Another item brought up by Shewey was concerning discharge from the lagoon system. I told him we would have zero discharge from the system by resorting to evaporation and absorption by sprinkler irrigation methods on the site. Also, I told him we were aware of the yearly weather precipitation rate for that locality, and provisions would be made in the lagoon system design to allow for that factor. The Council was told, that at any rate, the Highway Division would have to meet DEQ Standards the same as anyone else.

Al Shewey also stated that sewage lagoons are troublesome. We told him our investigations showed that properly designed sewage lagoon systems are a very good method for sewage disposal. One of the Council members asked why, then, there is only one sewage lagoon in the State. We told the Council there are many satisfactorily operating sewage lagoons in the State, but due to necessity the Highway Division had only recently started converting to lagoon systems.

The Council also wondered about the comparative costs between our proposed lagoon system as opposed to constructing a sewer line to the City and participation in treatment plant expansion. They were told that all of our plans were preliminary, and we were exploring the feasibility of the lagoon system. They wanted to know when we would know the comparative cost between the lagoon system and utilizing City sewage disposal facilities. I told them it is my opinion a cost estimate would not be available before March. The Mayor stated they would like to know as soon as possible, since their proposed improvement for the sewage system and treatment plant is programmed for about June.

A little after 3 p.m. we left and returned to Roseburg.

For background on this matter reference should be made to letters dated September 20, November 9 and 22 from Umpqua Council of Governments to L. W. Rulien. Also, [illegible] Jack Ayres letter of December 2 to Gordon Ballard, Supervising Design Engineer, of the Bridge Section.

REK/dcb
Attachments

Our files, copies of which were sent to Region 3, show a preliminary cost estimate for rest area sewage disposal to the City as requiring approximately $205,000 capital costs plus $775 monthly operating expenses. By my preliminary estimate a lagoon type facility sewage disposal system, confined to our own property for zero discharge, would require approximately $140,000 capital costs plus $50 average monthly operating expenses.

RFK/dcb
Attachments

NOTED
G. J. BALLARD

8781 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

11-15-76
G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Jr.
J. C. McCormick
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Dist 6, FY 77 Annual Pgm Pjcts for Review

DATE: 11/10/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 1720

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

70004 - CABIN CREEK SRA
70005 - S. UMPQUA SRA
70006 - COW CREEK SRA
} PACIFIC HWY. DOUGLAS CO.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrator
Oregon State Health Division
RECEIVED
OCT 21 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

___DNF ___TEMP ___PERM

[illegible]

Project #: 7610 2 1720 Due Date: 11-5-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) We request review of the final application.
- ( ) State agency permits are required to implement this project. (list below)
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Health Division supports the proposed improvements. Plans for the well, reservoir and pipelines proposed for improving the water systems must be approved prior to construction.

Agency Health By D. J.

#09-2-76

STAFF REPORT

Project: 1977 FY Annual Program for Highway Improvements

Applicant: State Department of Transportation (DOT)

I. Description:

As a part of the effort to maintain Oregon's qualifications for federal highway funds, the DOT and Highway Division are required to submit an "annual program" of projects for the entire state. Projects involve preliminary engineering, right-of-way and construction activities which will use the 'Federal Highway Funds' during the next fiscal year.

Most of the projects listed were included in the six-year plan prepared by the Division earlier this year (August meeting). Additional projects could be added by addendum. The following projects are shown for Douglas County:

1. Stephens at Winchester (Roseburg) Oakland-Shady, 55
   Improving acceleration lane - widen
2. Southgate Channelization (Hwy. 234) Oakland-Shady, 55 - Left turn
3. Oak St.-Cedar St. (Oakland), City St. 6th St. - Grading-paving
4. Central Ave.-N.E. 2nd Ave. (Sutherlin) Grading, Paving, Curbs on
   City Street N. E. Umatilla Street
5. 70004 Cabin Creek Safety Rest Area, Pacific, I-5 - Water System
6. 70005 South Umpqua River, Safety Rest Area (SRA), Pacific, I-5
   Sewer improvement
7. 70006 Cow Creek, SRA, Pacific I-5 - Sewer improvement
8. Buchard Creek-Scott Creek, Umpqua, 20 - Grading-paving, Passing Bay

The program will become effective October 1, 1976.

II. Comments:

The projects shown at present do not represent any of those listed in the 1974-75 list prepared by the URCOG Board (attached). Many of these projects were programmed prior to the list presented by URCOG which was aimed basically at the State's bonding program. This program has since been suspended due to high interest rates and a general reduction of highway revenues.

III. Staff Recommendations:

Request that a review by the Division be made of the prior list submitted for consideration of additional projects.

HIGHWAY PROJECTS PRIORITIZED BY URCOG

1.	Drain-Anlauf Interchange, 6.2 miles	$4,600,000
2.	Bridge across South Umpqua River into Myrtle Creek	2,200,000
3.	Housley Avenue - Garden Valley Road	1,500,000
4.	S.C.L. Roseburg - Shady	2,000,000
5.	Mystic Creek - Camas Valley	2,000,000
6.	Realign and replace Days Creek bridge on Tiller Trail	500,000

(#2) 8781

8

Items: 70004, 70005, 70006

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

October 4, 1976

TO
Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of Governments
Douglas County Courthouse Annex
205 S.E. Jackson Street
Roseburg, Oregon 97470

George M Hopkins

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
District 6, FY 77 Annual Program Projects for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG: re

Attachment

cc:
- G. L. Green
- H. S. Coulter
- F. E. Terpin
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- W. J. Hart
- Region Engineer: A. Shirley, Jr.
- District Engineer: J. C. McCormick
- Aeronautics Division
- Paul Hartwig, Parks
- B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Items: 70004, 70005, 70006

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #				Page One
02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation				
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310			
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563		
01	12] PROJECT TITLE [71 District 6, FY 77 Annual Program Projects for Review					
11	12] PROJECT LOCATION—CITY See Attachment	PROJECT LOCATION—COUNTY Attach.	PROJECT LOCATION [79 SEC: T: R: Attach.			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71					
06	12] Please refer to the attached information covering proposed construction projects [71					
07	12] which funds are anticipated to be obligated during the fiscal year October 1 - [71					
08	12] September 30, 1977. Items: 70004, 70005, 70006 [71					
09	12] [71					
10	12]					
12	AMOUNT REQUESTED—FEDERAL FUNDS 12] (A) Grant [19 496,800	20] (B) Other [27 -	NON-FEDERAL MATCHING FUNDS 28] (C) State [35 43,200	36] (D) Local [43 -	44] OTHER (E) FUNDS [51 -	52] TOTAL (F) FUNDS [60 540,000
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79				
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways					
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration				

17 (A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Oct. 4, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

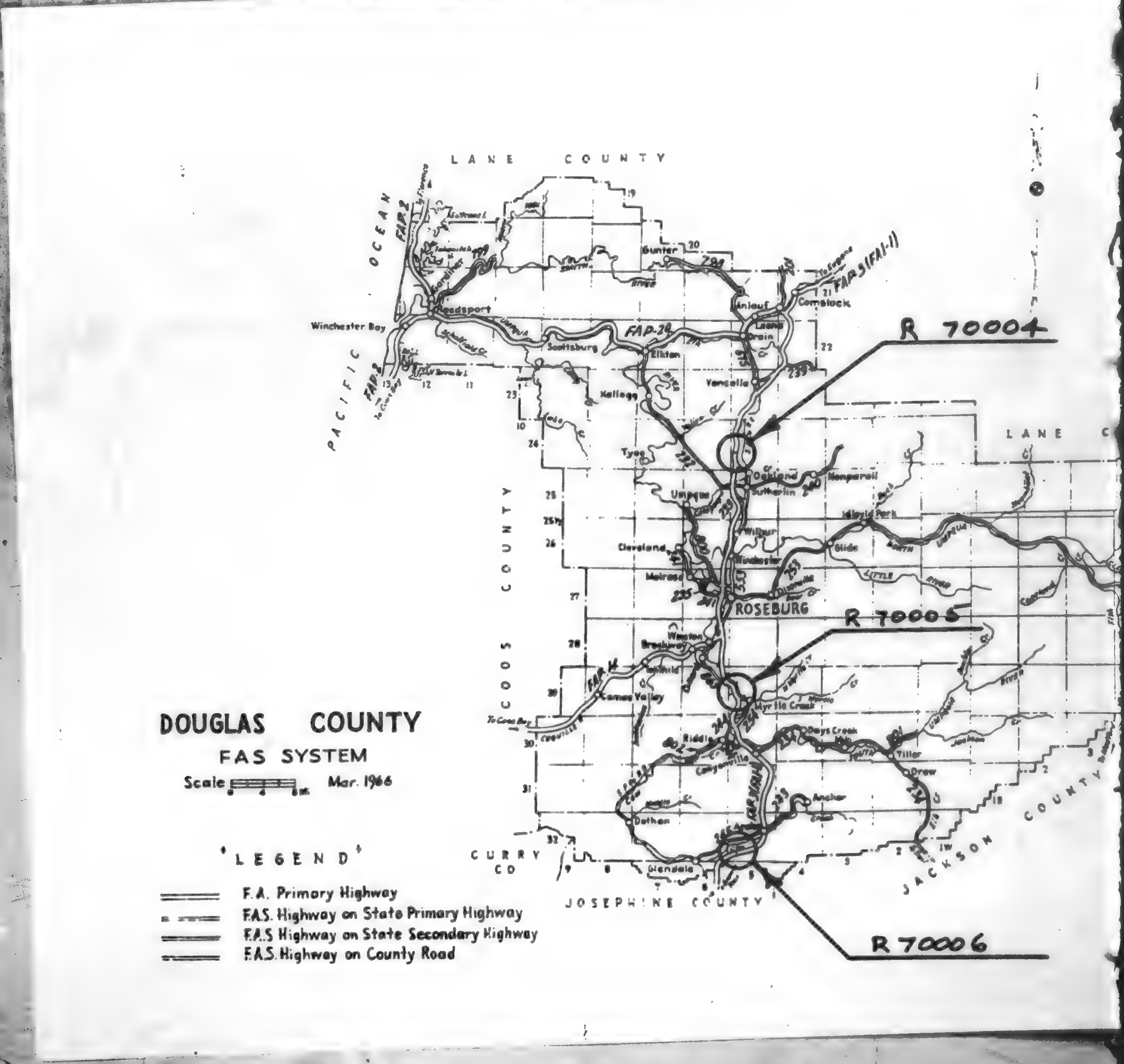
(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 October 43] DAY [44 25 45] YEAR [46 1976

Form PNRS-1 Page 1

DISTRICT 6, FY 77 ANNUAL PROGRAM PROJECTS FOR REVIEW

70004	Cabin Creek SRA: Water supply improvement. The details of the work required are unknown pending results of an evaluation of a salt problem in the existing wells.
70005	S. Umpqua SRA: Improving sewage disposal system. Probably will pump septic tank effluent to Myrtle Creek.
70006	Cow Creek SRA: Improving sewage disposal system by installing a new lagoon system. Improving water supply by installing new storage reservoir, water lines, and other equipment.



R 70004

R 70005

R 70006

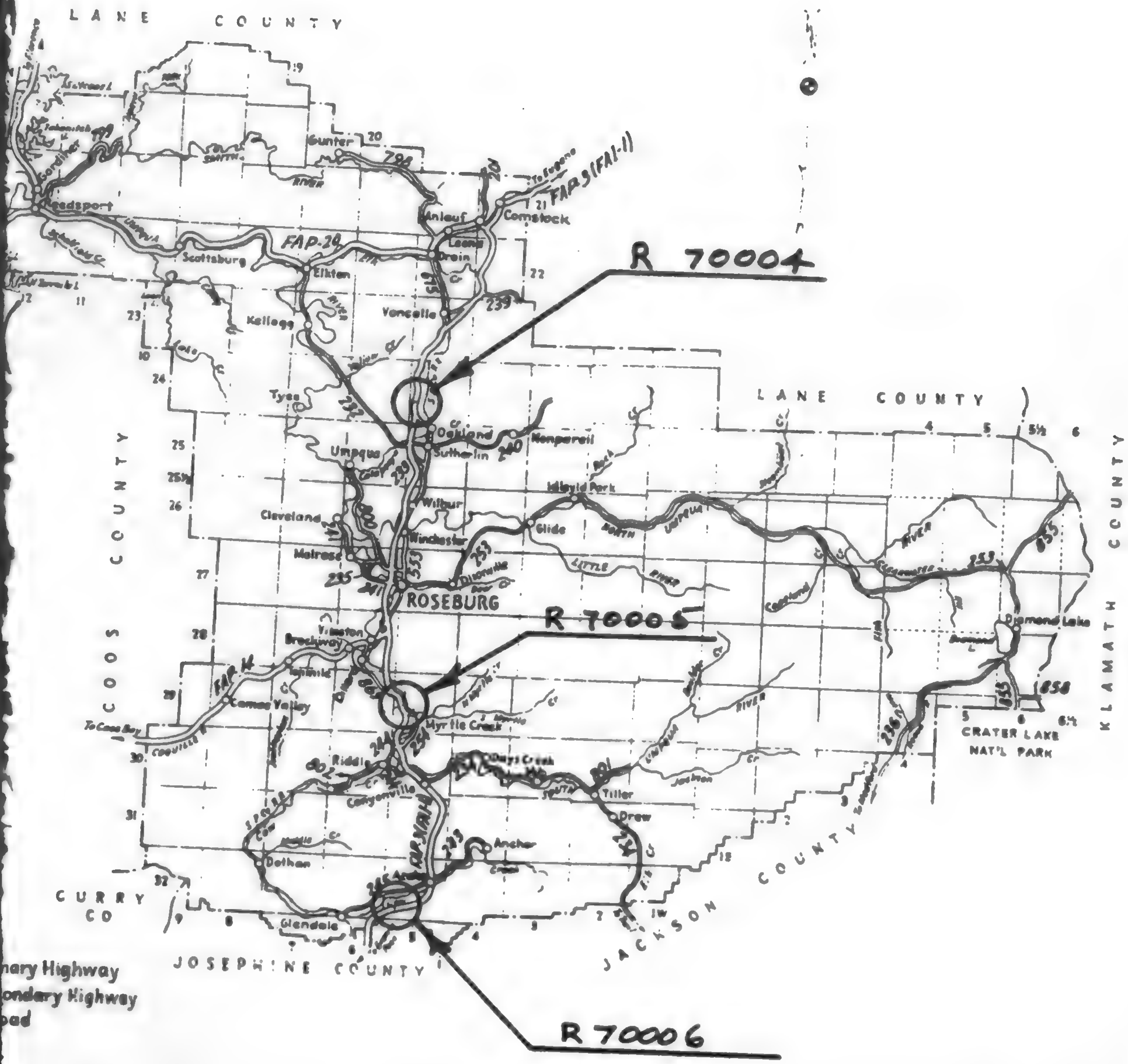
DOUGLAS COUNTY

FAS SYSTEM

Scale 0 4 8 mi. Mar. 1966

'LEGEND'

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S Highway on State Secondary Highway
- F.A.S. Highway on County Road



R 70004

R 70005

R 70006

9781

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 1, 1976

FILE: LOC 17

Jack Ayres

FROM: JACK AYRES
Engineer Specialist

SUBJECT: Cow Creek S.R.A.

TO: J. H. Versteeg
Road Design Engineer

Attn: Duane Christiansen

Attached is the additional information requested for possible routes for water reservoir and access road.

JA/dd
Attach.

1 Versteeg
2 Olson
3 Christiansen
Scott
Swanson
4 Savage TS
Trout

RECEIVED
JUL 0 6 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard
Reed
Cole
Sample
Eriksen
✓ Watson
Hager
Wolfe
Return Discuss Do [✓ File] Copy D[illegible]
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass

June 24, 1976

FILE:

Ronald V. Busey

FROM: Ronald Busey,
Resident Engineer

SUBJECT: Cow Creek Safety
Rest Area

TO: Alfred Shirley
Region Engineer

Attn: J. X. Wilson

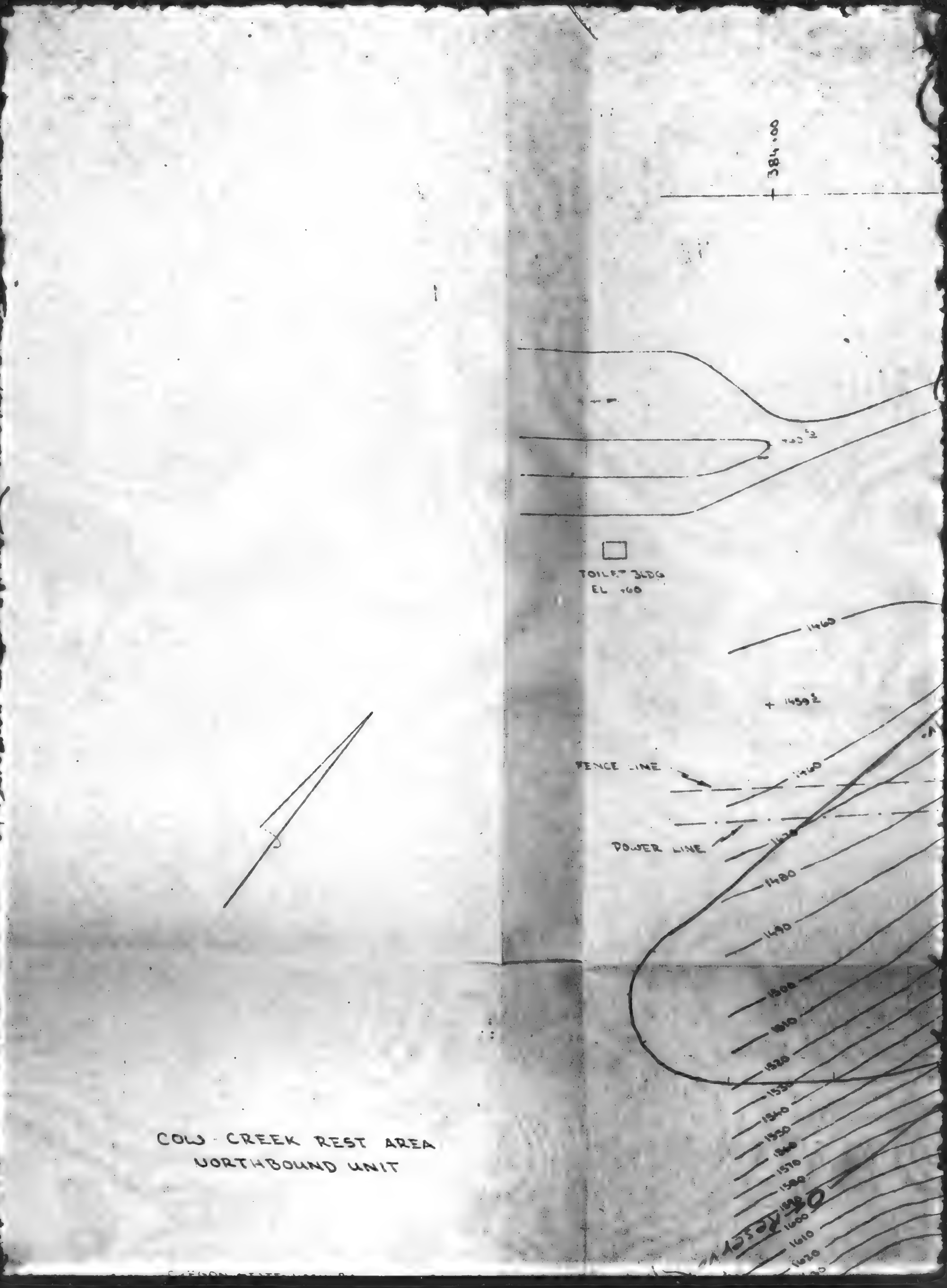
I am returning the contour map with the two routes for a water reservoir and access road.

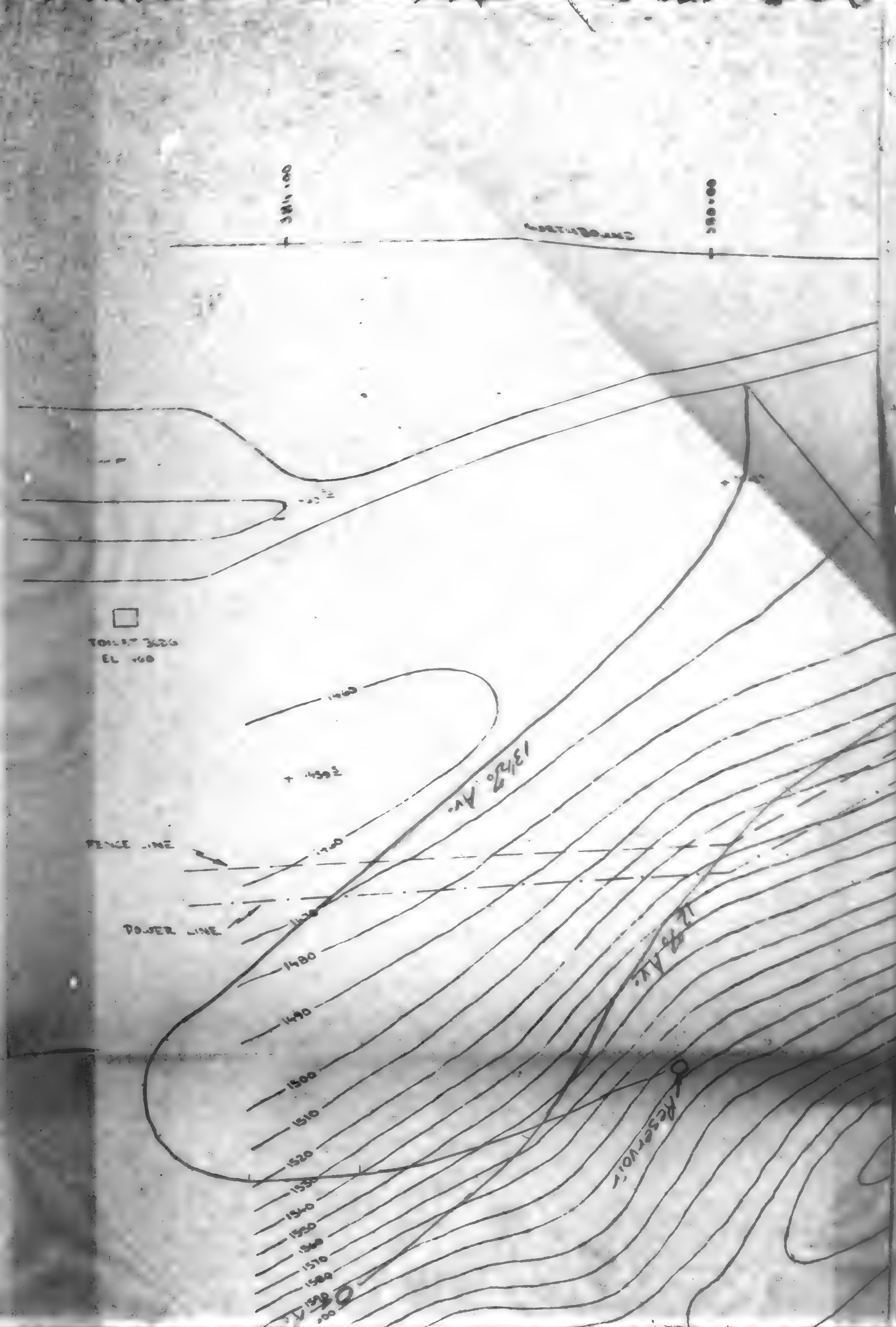
I walked the area and as far as the terrain and the density of brush and trees, there is no difference between the two locations.

I would recommend the lavender line, however, because it will keep the road farther away from the park facilities, has a better alignment, less grade, and is about three hundred feet shorter.

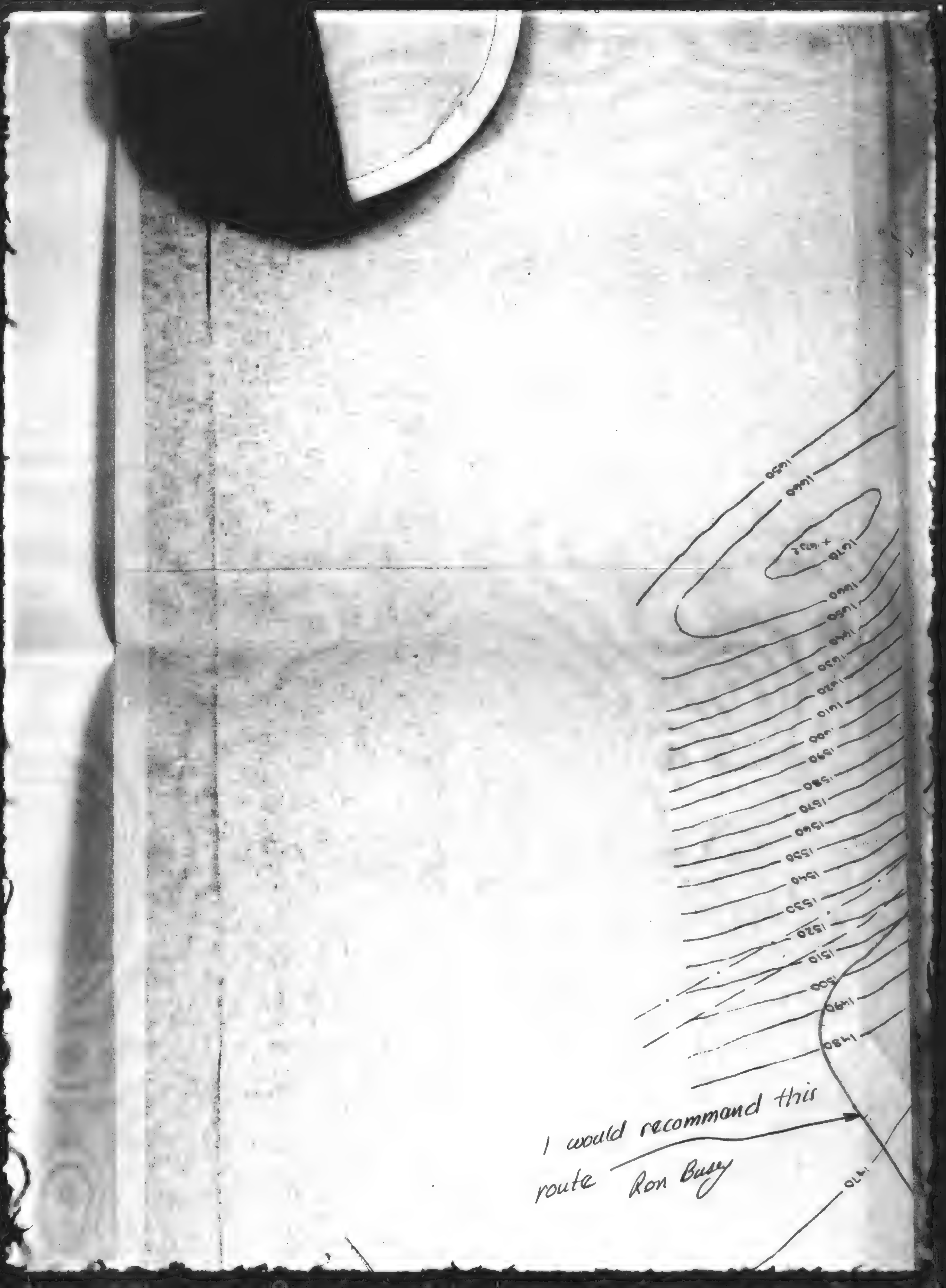
I discussed this with Jack McCormick and he agrees on this recommendation.

ROSEBURG REGION
RECEIVED
JUN 28 1976

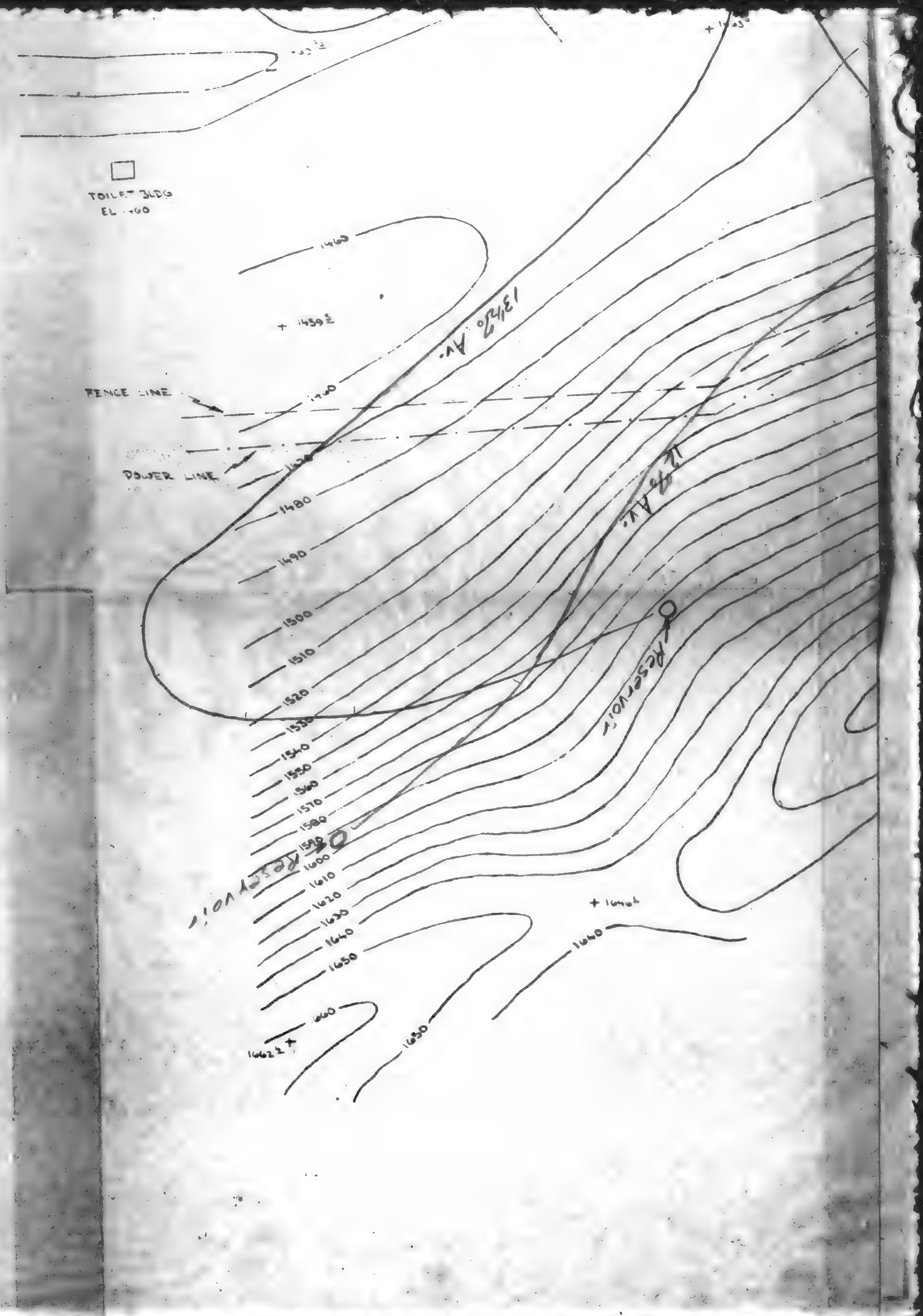
384.00
1460±
TOILET BLDG
EL 1460
1460
+ 1459±
FENCE LINE
1460
POWER LINE
1470
1480
1490
1500
1510
1520
1530
1540
1550
1560
1570
1580
1590
1600
1610
1620
COW CREEK REST AREA
NORTHBOUND UNIT

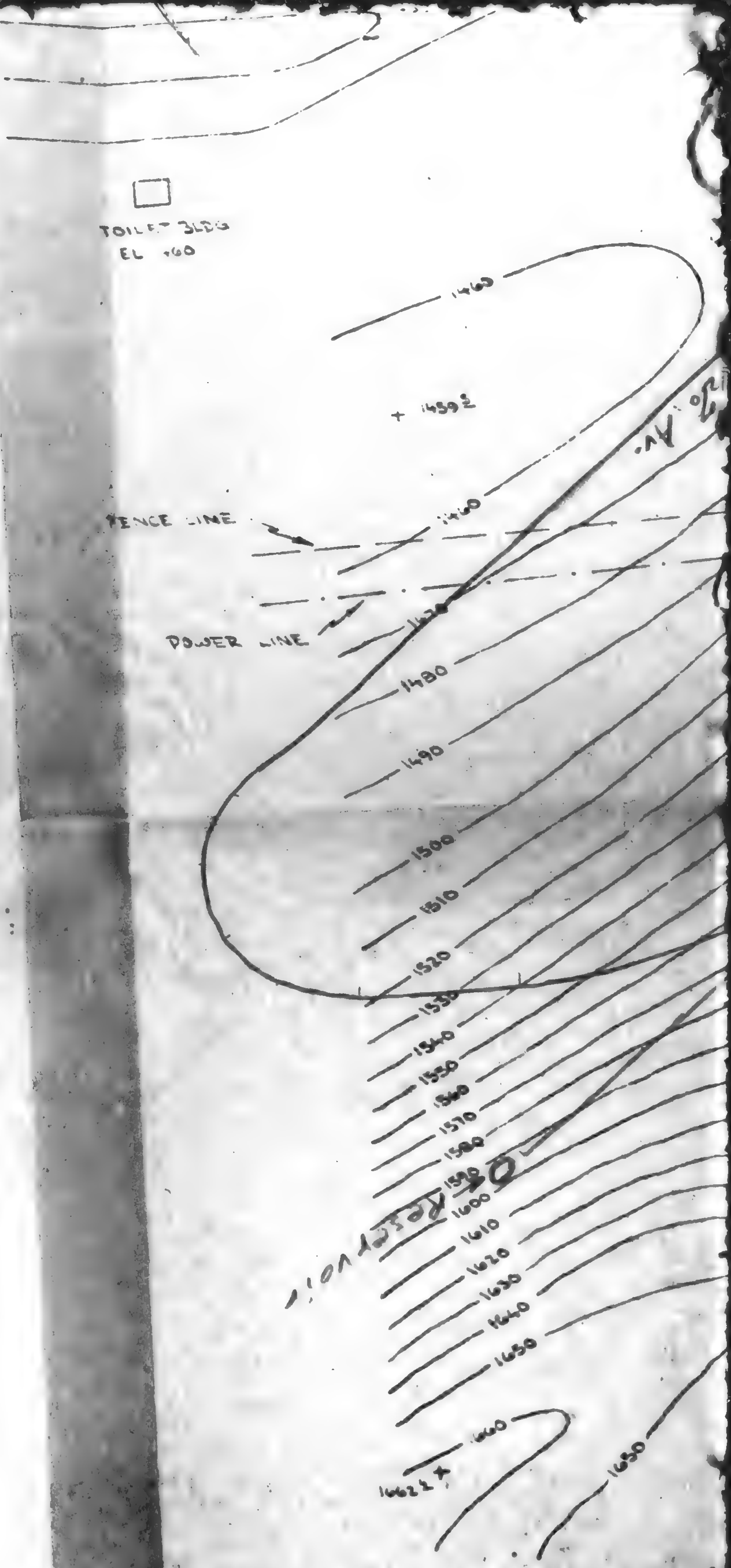

381+00
380+00
NORTHBOUND
TOILET BLDG
EL 1460
1460
+ 1450±
13½ Av.
FENCE LINE
POWER LINE
1470
1480
1490
1500
1510
1520
1530
1540
1550
1560
1570
1580
1590
1600
14½ Av.
Reservoir

I would recommand this route Ron Busy



I would recommand this route Ron Busy


TOILET BLDG
EL 1460
1460
+ 1459.2
13 1/2 Av.
FENCE LINE
POWER LINE
1460
1470
1480
1490
1500
1510
1520
1530
1540
1550
1560
1570
1580
1590
1600
1610
1620
1630
1640
1650
14 Av.
Reservoir
Reservoir
+ 1646.2
1640
1660
1662.2 +
1650



COW CREEK REST AREA
NORTHBOUND UNIT

OREGON STATE HIGHWAY DIVISION
GRANTS PASS, OREGON

SCALE: 1" = 100'
CONTOUR INTERVAL: 10'

#2781 1-5 L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 21, 1976

FILE:

BR 9574A

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Cow Creek Safety Rest Area
Douglas County
Sewage Disposal and
Water Supply Expansion

It is now apparent that we will not be able to furnish to you all the plans and supporting data required for the completion of the Special Provisions and Estimate for the subject project eight weeks prior to the bid opening date of September 23, 1976.

In view of the above, it is suggested that the subject be re-scheduled for the bid opening on November 25, 1976.

Preliminary field investigations (the possibility of pumping sewage to Glendale) have used up much of the final design time. We are now waiting for the field work to be finished so our design can be completed. Upon completion of the design, the plans must receive preliminary approval from the DEQ.

GJB:dh

cc L. W. Rulien
Alfred Shirley
Keith Martin
C. G. Swenson

1 Versteeg ✓
2 Olson
copy Christensen
3 Scott
copy Swenson
4 Savage
5 Trout

RECEIVED
JUN 22 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8781 1-5

Salem, Oregon
May 20, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

A. Shirley
Region Engineer

Cow Creek Safety Rest Area
Pacific Highway
Douglas County

Enclosed are 3 sets of contour sheets showing two proposed locations for the water reservoir and access roads. Please have these locations reviewed in the field and make a recommendation as to the best site or any other. The reservoir should be a minimum of 130 feet above the toilet building, which is at elevation 1460. Please indicate any revisions to the proposed location of the access road.

DOC:az
Attachment
cc: Walt Hart (with encl.)

1 Versteeg ✓
2 Olson ✓
Christensen
Scott
Swenson
3 Savage 1-5
Trout

RECEIVED
MAY 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

8781 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 11, 1976

FILE: LOC 17

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: R. W. Ellison
Bridge Administration Engr.

SUBJECT: Cow Creek Safety Rest Area
Sanitary Sewer
Pacific Highway
Douglas County

Upon reviewing your estimate of May 5 for constructing the sanitary sewer into Glendale, this office is of the opinion that the lagoon system is more feasible. Please let me know if you agree with this decision and I will inform the city and H.G.& E. Engineering.

The problem of whether a 4(f) statement is needed or not should be settled as soon as possible because state park lands will be used.

gk/cw

cc L. W. Rulien
J. H. Versteeg
Keith Martin

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1-5

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 9574A

May 5, 1976
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Gary Kennen
Regional Utilities Engineer

SUBJECT:
Cow Creek Safety Rest Area
Sanitary Sewer
Pacific Hwy.
Douglas Co.

We have reviewed H.G.E. Inc. Engineering Report "Cost Estimates for Sewerage Service Extensions To Cow Creek Rest Area For City of Glendale" which was attached to your letter of April 29, 1976, and have the following comments:

The projected Cow Creek Safety Rest Area BOD loading for 1996 (52.06 pounds/day) is based on 2,403 people/day at 0.007 lbs./person/day, and 17.62 trailers/day at 2 lbs./trailer/day. This loading was used by H.G.E. Inc. in determining our participation in Glendale's system. Using these figures and Glendale's load of 300 lbs. BOD, it seems reasonable that their facility will have to be enlarged the indicated 17.35% and that we should pay for that expansion ($30,132.50). We might be able to reduce this amount by eliminating the sanitary trailer dump station from the proposed rest area expansion. That would reduce the 1996 BOD to 16.82 lbs/day, which is 5.6% of Glendale's projected load. Accordingly, our cost for the treatment plant expansion would be about $9,740.

The estimate for the sewer extension seems accurate, however, I don't believe we should be obligated for the entire sewer extension cost since Glendale will retain ownership and they plan to add other users to the line.

The report does not indicate what part of the standby generation plant we are to pay. A cost breakdown for this item would be helpful.

If we eliminated the trailer dump facility, we could expect that the operation and maintenance expenses would be reduced from 17.35% ($775/month) to 5.6% ($251.35/mon.) You may want to take a closer look at this alternate.

The total price of the proposed system for pumping sewage to Glendale is in the neighborhood of $225,000. Perhaps we should take another look at a lagoon system. Such a system was originally estimated at $80,000 of capital expenditure. No estimate was made of maintenance costs but they should be minimal.

REFERRED TO
Beard ✓ Reed
Cole Sample
Eriksen ✓ Watson LW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
4 Savage TLS
Trout

RECEIVED
MAY 6 - 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Please review these alternates and give us your decision. The expansion and sewage disposal contract is scheduled for receipt of bids on September 23, 1976. This requires that final plans and specifications be completed and submitted to the Specifications Unit for processing for bidding on July 9. We will need approximately six weeks prior to that to do the design work and complete the plans and specifications. In order to meet this schedule, we need to receive a decision on the direction to proceed by May 31. We are also encumbered by the need to acquire DEQ and Dept. of Health Permits. These cannot be obtained until final plans and specifications are available.

JSH/GJB/ag

cc L. W. Rulien
J. H. Versteeg
A. Shirley
J. Gix
K. Martin

8781 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: BR 9574A

INTER-OFFICE CORRESPONDENCE
April 16, 1976
Salem, Oregon

Jimmy S. Hansen

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

TO: MEMORANDUM TO THE FILE

SUBJECT:
Sewage Disposal Alternate
Cow Creek Safety Rest Area
Douglas County

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sample
✓ Watson W
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

This memorandum is meant to give an updated and more detailed cost estimate of one of the proposed sewage disposal alternates (Discharge to a Community Sewerage System via Pipeline) mentioned in my October 14, 1975 Memorandum to the File for Cow Creek Safety Rest Area. The rough estimate for a pipeline system to Glendale in the aforementioned memorandum was $200,000. Since that memo was written, additional information has surfaced that might make the pipeline alternative more attractive.

The main item is that Glendale is planning an expansion of their present sewage disposal facilities and have indicated that with further expansion they could handle our expected sewaged flows. We have also found a more direct route for a pipeline to Glendale than before as indicated in Gary Kennen's February 11, 1976 Memo to the File. The proposed route is about 3.7 miles long and the cost estimate breakdown for that route is as follows:

Two pump stations @ $15,000 each -	$ 30,000
6,500' of pressure line @ $4.00/ft. -	26,000
12,000' of gravity line @ $6.00/ft. -	72,000
1,500' of on-site gravity line @ $8.00/ft. -	12,000
1,000' of on-site pressure line @ $4.00/ft. -	4,000
Total Cost Estimate -	$144,000

This cost estimate is still preliminary, since the final design could change. This cost estimate does not include our participation in Glendale's proposed sewage treatment facility. The final pipeline route should be under location at the present time.

JSH/ag
cc Gary Kennen
J. H. Versteeg
T. L. Savage
Alfred Shirley
Keith Martin

1 Versteeg ✓
2 Olson al.
3 Christensen Dor
Scott
Swenson
4 Savage TLS
5 Trout VT

RECEIVED
APR 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Other

8781

8

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Cow Creek S.R.A.

Highway: Pacific (FAR 3)

County: Douglas

Prefix: 610-1926

Res. Engr:

Date January 5, 1976

Traffic Coefficient 7.4

18 kip s.a. per day 25.8

R value 10

Frost Penetration - - - - - - - - - -

CBE Total Requirement 23.5"

ACCELERATION, DECELERATION LANES AND TRUCK PARKING
STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	Asphaltic Concrete	8.0
6.0"	Treated Base	11.0
4.0"	Aggregate Base	4.0
14.0"		23.0

NOTED
E. S. HUNTER

EXISTING ROADWAY - WHERE UTILIZED

2.0" Asphaltic Concrete Overlay, with an extra allowance for leveling.

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Cow Creek S.R.A.
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1926
Res. Engr:

Date January 5, 1976
Traffic Coefficient Minimum for Traffic Classification
18 kip s.a. per day ----------
R value 10
Frost Penetration ----------
CBE Total Requirement 13.0"

CAR PARKING ONLY

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	Asphaltic Concrete	8.0
6.0"	Aggregate Base	6.0
10.0"		14.0

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

8781

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 30, 1975

In reply refer to: 1041DB.3/

SUBJECT: Oregon Project I-5-2(-)82
Cow Creek Safety Rest Area
Pacific Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 19 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
JAN 5 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | S/[illegible] | [illegible] ✓

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

cy Schroeder

NOTED
R. L. SCHROEDER

8781 FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(79)82
Cow Creek Safety Rest Area
Douglas County
Sewage Disposal

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

[illegible]

As requested in your letter of November 6, I concur in your selection of the stabilization pond alternate for sewage disposal at the Cow Creek Safety Rest Area.

G. L. Green

G. L. Green

OSHD (Versteeg)

1
2
3
4
file copy

RECEIVED
[illegible]
ROAD

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
Versteeg
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

November 6, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn Hossner

Gentlemen:

Attached is a review of the seven alternate sewage disposal systems considered for the Cow Creek Safety Rest Area. The stabilization pond at an estimated first cost of $80,000 is recommended for this rest area.

Your concurrence in the selection of the stabilization pond alternate for the Cow Creek Safety Rest Area disposal system is requested.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: Bob Ellison
Roy Olson
GENERAL FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 9574A

Salem, Oregon

November 4, 1975

FROM: R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT: Sewage Disposal
Cow Creek S.R.A.
Douglas County

TO: Mr. Hal Versteeg
Design Engineer

This letter is to clarify the situation at Cow Creek Safety Rest Area. The Rest Area is now served by septic tanks and sub-surface disposal fields. The north bound area has been repeatedly flooded out and should be vacated.

Any expansion plans for this rest area should include plans for an alternate means of sewage disposal. Our present alternate would be a stabilization pond.

Please refer to Jim Hansen's "Memo to the File," dated Oct. 14, 1975.

GJB:smd

cc R. Olson
A. Shirley
K. Martin

/ Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 5 1975
ROAD
DESIGN
[illegible]

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 14, 1975
Salem, Oregon

FILE: BR 9574A

FROM: Jimmy S. Hansen
Mechanical Engineer

TO: Memorandum to the File

SUBJECT:
Cow Creek Safety Rest Area
Douglas County
Sewage Disposal Alternates

This memorandum is a summary of the sewage disposal alternates for Cow Creek Safety Rest Area including the investigation done on each alternate.

The rest area is involved in a proposed expansion. The existing sewage disposal facilities consist of a subsurface sewage disposal system that is inadequate for the proposed additional load.

The proposed alternates for sewage disposal are as follows:

		First Cost Estimate	Annual Operating Cost Estimate
1.	Subsurface Disposal System	--	--
2.	Discharge to a community sewerage system via pumping	$ 200,000	?
3.	Storage of raw sewage and intermittent hauling to a community sewerage system.	10,000	$ 92,000
4.	Use of mineral oil for flushing with storage and intermittent hauling to a community sewerage system (or Manzanita SRA)	80,000	8,000
5.	Physical-Chemical treatment plant	200,000	?
6.	Biological treatment processes, package type	90,000	?
7.	Stabilization pond	80,000	?

Following is discussion, history and cost estimates for the proposed waste water disposal alternates:

Subsurface Disposal System - The field engineers have applied to Douglas County Health Department for site evaluation at the rest area and the median for additional subsurface sewage disposal areas. The Douglas County Health Department has disapproved all of the sites tested. Their basis for denials was from OAR Chap. 340, 71-030 and specifically the reasons were that the upper 24-36" of the soil profiles consisted of compacted fill, seasonal high ground water table, and the freeway median is subjected to excessive saturation because it is a drainage way and it consists of a compacted fill material with a low permeability rating.

Discharge to a Community Sewerage System via Pumping - The nearest community sewerage system is that of the City of Glendale which is 6 miles southwesterly of the rest area. The field engineer is investigating this possibility but preliminary feedback from DEQ indicates that Glendale's system will not handle our additional load. It is possible that we could finance expansion of their facilities. The cost estimate for the pumping system is approximately $200,000. This estimate does not include our participation in expansion of Glendale's facilities.

Storage of Raw Sewage with Intermittent Hauling to a Community Sewerage System (or Manzanita SRA) - The average daily flow for the design year (1986) is approximately 5,600 gpd. The initial installation cost estimate would be about $10,000 for holding tanks and equipment. The annual pumping costs based on the design year flow and pumping charge of $45/1000 gallons would be about $92,000 per year.

Use of Mineral Oil for Flushing and Storage with Intermittent Hauling to a Community Sewerage System (or Manzanita SRA) - The first cost of the systems installed would be approximately $80,000; which includes all toilets, urinals, vents, plumbing, et cetera. The annual cost for hauling and maintenance would be approximately $8,000/year. The gray water (lavatory and drinking fountain wastes) could be disposed of in the existing septic tank-drainfield systems.

The manufacturers of the system have not yet explained to our satisfaction the technical aspects of the system and about the disposal of the waste. Of course, the disposal of the waste material is DEQ's main concern and they have indicated that it is the manufacturer's responsibility to find a method of disposal (presumably, the waste would be disposed of in a sludge digester of a community system).

The manufacturer has not yet indicated to DEQ or us a community that will accept the waste. DEQ's other concerns were the cost of disposing of the waste and the idea that there would be an additional waste water disposal system required for the grey water (lavatory and drinking fountain wastes). The operating cost of the system actually is our concern and this report includes this cost. The disposal of the grey water can probably be disposed of via the existing septic tank and drainfield systems.

It might also be noted that we could reduce the operating costs involved by buying the necessary equipment to haul the wastes to Manzanita Safety Rest Area (20 miles south) to be incinerated or treated. This might be a more reliable system and also might make better use of the existing facilities at Manzanita SRA.

Physical-Chemical Treatment Plant - Manzanita Safety Rest Area has a P-C treatment plant in operation and the preliminary feedback from the field has not indicated satisfaction with the system. The first cost of this type of system would probably be over $200,000 for a system similar to the Manzanita one. This system is probably the only one that could be used if recycling of the water to the toilets is considered.

Biological Treatment Process, Package Type - The "Extended Aeration" package plant's first cost estimate is approximately $90,000. This system is probably the simplest and the most foolproof of the package types of biological treatment processes.

In a research program that surveyed the existing practices of rest area waste water treatment and disposal of the 48 contiguous states, the extended aeration package plant was used to some extent by about one-half of the states. The survey indicated that mechanical problems, plant overload, and high maintenance costs were generally associated with this extended aeration process. The overload of the plant is due to the slug loads that occur during peak rest area usage. Careful system design must be employed to even out these peak loads. The high maintenance costs that were mentioned are probably due to the indicated mechanical problems, and these problems have probably been resolved by now. There is some sludge disposal problems, and the effluent would probably be disposed of via spray irrigation.

Stabilization Ponds - The stabilization pond with spray irrigation of the effluent is probably the most appropriate of the pond systems to be used at this rest area. The first cost estimate of the stabilization pond system is approximately $80,000.

The usual problem associated with the use of a pond system for waste water treatment and disposal is the lack of or cost of the land needed to locate the pond. This should not be a problem in this case, since the proposed location is on State Park's property that is adjacent to the rest area. Initial contact with the Parks Department indicated no problems with the transfer of that property to the Highway Division. This pond system is probably the most maintenance free of all of the proposed waste water disposal systems. It is also the best biological system to accept shock loads that are associated with rest areas. This system inherently has built-in storage such that no effluent need be discharged during the winter months; and with this capability it might be possible to use the existing drainfield for effluent disposal instead of spray irrigation.

The pond as proposed would be similar to the one being designed for Boardman Safety Rest Area and would be a multiple cell system with a total water surface area of less than an acre.

It might also be noted here that the Department of Environmental Quality seems more agreeable to a pond system than any of the other methods of waste water disposal systems that I have proposed.

Recommendations - I recommend the stabilization pond with effluent spray irrigation as the method of waste water disposal. My recommendation is based on the relatively low first and operating cost involved, the availability of land, the good treatment efficiency, and the ability of the pond to accommodate widely fluctuating hydraulic and organic loadings.

JSH/ag

cc R. W. Ellison
J. H. Versteeg
R. Olson
A. Shirley
K. Martin

bc G. J. Ballard
Jimmy S. Hansen

8

TRANSACTION NUMBER 2-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY
ORE

BY (Signature)
L.W. RULIEN

TITLE
PROJECT MAN

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 805 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMA
805	I-5-2(79)82	1.0	3,000	2,768	LOCATION COW CREEK REST AREA - GLENDALE JUNCTION SECTIO DOUGLAS COUNTY-STATE OF OREGON. Only

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION AS PROGRAMED.

1-31-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROV	
DATE	SIGNATURE AND TITLE	DATE 1-28-75	SIGNATURE AND T G. L. GREEN,

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be cons tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

1-28-75

1868

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-28-75
BY (Signature): L.W. RULIEN'S JANUARY 23, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

EDERAL FUNDS ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2
ITEM NOS. 805 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
			LOCATION	**WORK**
1.0	3,000	2,768	COW CREEK REST AREA - GLENDALE JUNCTION SECTION. DOUGLAS COUNTY-STATE OF OREGON.	RIGHT OF WAY

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 31 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act ✓ File

Only

OCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION AS PROGRAMED.

RECEIVED
JAN 31 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

31-75
GINAL TO
W. Rulien

RECOMMENDED E AND TITLE	DATE 1-28-75	APPROVED SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

tion to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ernment to provide Federal funds for the undertaking.

GPO 915-690

8781

8

~~PRO 6-2~~

January 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(79)82

We are submitting program data for one Interstate right-of-way project, Item No. 805, Project No. I-5-2(79)82, Cow Creek Rest Area-Glendale Junction Section, which we desire to have included in the Federal-aid Interstate Highway Program.

We further request, concurrently with your approval of the program, authorization to proceed with all phases of right-of-way acquisition as programed. The parcel to be acquired is as outlined in red on the enclosed sketch map.

There are no improvements on the property to be acquired; therefore, no relocation is involved on the project.

CL:js

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	1-23-75

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5, .5 mi. N. Josephine Co. Line, N. 1 mi. 21 65	**ADT**	PRESENT 9,600	FUTURE 17,000 (66) (70)	YEA 95 (71)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right of Way Acquisition 26 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73) PL. AUT (74)
CARD	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME
	NAME OF URBAN AREA - - 17-31						ROUTE NO. I FEDERAL-AI I-5

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
11	(14-15)	(16	41	42	43 48	53	I-5, .5 mi. N. Josephine Co. Line, N. 1 mi.	(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**			1.0	3,000	2,768
5					**CONST** (CODE)		"Cow Creek Rest Area-Glendale Junction Section"			

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.0	3,000	2,768
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT PRESENT: 9,600 FUTURE: 17,000 YEAR: 95

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 APPN CODE: 042 ITEM NO.: 805

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): I- NUMBER: 5-2 SEQ. NO.: (79)

I. Projects Only — POST MI.: 82 DESIG.:

COUNTY NAME: Douglas CODE: 019

ROUTE NO. I — FEDERAL-AID: I-5 STATE: 1 U.S.: I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
3,000	2,768	232	
3,000	2,768	232	

CHARACTER OF PROPOSED WORK (Full description)

R.O.W. Acquisition all phases.

(Pavement overlay 4-12' lanes H.T. pave 10' shldrs. & 16' median. Safety revisions to slopes, signs, guardrail, median barrier & other appurtenances).

ROW - 300' min.
Access Contwol - full
Parking Restrictions-complete.

REMARKS

Additional Data: Item Nos. 362, 392, 735 & 791; Project Nos. I-5-2(36, (47), (74) & (78) respectively.

-over-

USCOMM DUSCOMM-DC

COW CREEK REST AREA-GLENDALE JUNCTION SECTION

PROJECT NO. I-5-2(79)82

Remarks continued:

Project Data: The right-of-way acquisition consists of acquiring a permanent easement from one property to complete the realignment of the channel of Cow Creek which is being accomplished in conjunction with the use of mandatory aggregate material in the construction of the Canyonville-Glendale Junction Section under Project No. I-5-2(78)82. There are no improvements within the area to be acquired; therefore, no relocation is involved.

Requirements of IM 50-1-70, PPM 90-1, PPM 20-8: This project is necessary to complete construction which is being accomplished under project I-5-2(78)82 and these requirements were complied with under said construction project.

Note: This project is in Congressional District No. 4.

8782 N Unit, Condon--Thirtymile 197
Cr Sec of John Day Hwy
(Grading & paving)

STATE COPY

87

cy: State (H S Coulter)

7-2-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Gilliam	DIVISION Oregon
DATE OF REPORT 6-23-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-6(3)
COMPLETION DATE 10-27-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-15-80	TIME ELAPSED 440/440 = 100 %	CONTRACT TIME 440 calendar days
APPROVED EXTENSIONS None	LOCATION Beginning at the South City limits of Condon, Oregon, and extending southerly 3.39 miles.		

RECEIVED
STATE HWY ENGR
JUL 6'81
REFER TO
Keavey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
7/6

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CONDON-THIRTYMILE CREEK, N. UNITS
JOHN DAY HIGHWAY
Grading and Oiling

This project provided for the reconstruction of 3.39 miles of the John Day Highway.

This project was awarded to Jarl Construction Company of The Dalles, Oregon 97058 on August 2, 1978. The Contractor used the full contract time of 440 calendar days to complete the work.

Near the completion of project flood waters caused some damage to the project. Extra Work Order No. 7 provides funds to allow for the repair of the damaged areas and provides for certain other construction to reduce the impact of future high waters. This work is complete.

The final cost of the original contract items was $1,765,260.29 or a 13.9 percent overrun of the contract amount of $1,549,870.00. The final cost of the project, including all changes and engineering, was $2,068,730.17.

The final estimate lists State Force Order No. 4 as participating. This State Force Order should be correctly listed as nonparticipating. I have discussed this with the Construction Section and they will correct the listing.

All participating work has been completed.

All project signing and striping is complete.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-29-81	TITLE Field Operations Engineer	DATE 7-2-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8782

Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-6(3)
N. Unit, Condon-Thirtymile Creek
John Day Highway, State Force Order No. 4
Gilliam County

Date: November 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed State Force Order No. 4 regarding participation for resealing the above project. By our July 8, 1980, memorandum we had previously denied participation for this work.

We feel seal work should only be done during warm summer weather and as such the initial seal work on this project should have been held up until the next construction season when suitable oiling weather was available.

With the low traffic on the road, and the type of oil mat constructed, it is reasonable to assume that the oil mat would hold up through the winter in good condition without the seal. In fact, the seal was lost and the mat did perform well during the winter period.

We agree it would be in the public interest to use State Forces to do certain bituminous treatment work especially as in the case of this project where the seal work was all that remained to complete the project. We will be happy to work with you to develop a policy whereby this kind of work can be accomplished with full federal aid participation.

Upon reconsideration we must reaffirm our earlier finding and deny federal aid participation for this State Force Order.

for G. L. Green

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
NOV 18'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

11-21
cy

P

8782

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 10-102		County Gilliam
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-6(3)
MODIFICATION NUMBER	10-10-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,042,000.00	$ 2,055,000.00
Federal funds	$ 1,751,423.00	$ 1,762,573.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of October, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XXX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 9, 1980

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirty Mile Cr. Section
John Day Highway
Gilliam County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Subtotal of previous estimate of June 12, 1980	$1,832,634.00
SUBTOTAL	$1,832,634.00
Engineering	222,366.00
TOTAL	$2,055,000.00

Length of project ------------ 3.375 miles
Cost of Roadway per mile ----- $608,888.89

Federal Funds ----------------	$1,762,573.00
State Funds ------------------	292,427.00
TOTAL	$2,055,000.00

Group 1	100%
Contract No.	8782
Prefix	11-1082

8782

STATE COPY

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 7-60	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Gilliam
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4	6-18-80	Project Number F-6(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 7, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,021,425.00	$ 2,042,000.00
Federal funds	$ 1,733,776.00	$ 1,751,423.00
Other revisions		

This modification is made for the following reasons: To include increase in quantities Price Agreements, and Extra Work Orders, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of June, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 12, 1980

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirty Mile Cr. Section
John Day Highway
Gilliam County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201

Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Subtotal of previous estimate of May 20, 1980 $1,814,612.73

Previous Estimate

Emulsified Asph. in Asph. Macadam (PA #13)	80 Ton 146.25	$ 11,700.00
Raise Cattle Guards (E.W.O. #3)	All Required	2,054.31
		$ 13,754.31

Revised Estimate

Emulsified Asph. in Asph. Macadam(PA #13)	105.62 Ton 164.25	$ 15,446.93
Raise Cattle Guards (E.W.O. #3)	All Required	6,349.01
Revise Fence Alignment (E.W.O. #5)	All Required	1,951.15
Repair Flood Damage (E.W.O. #6)	All Required	8,028.49
		$ 31,775.58
	Increase	$ 18,021.27
	SUBTOTAL	1,832,634.00
	Engineering	209,366.00
	TOTAL	$2,042,000.00

Length of Project ---------3.375 miles
Cost of Roadway per mile---$605,037.04

Federal Funds--------------	$1,751,423.00
State Funds----------------	$ 290,577.00
TOTAL	$2,042,000.00

Group	1-100%
Contract	8782
Prefix	11-1082

8782

STATE COPY

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 6-53		County Gilliam
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-29-80	Project Number No. F-6(3)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 7, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,935,500.00	$ 2,021,425.00
Federal funds	$ 1,660,078.00	$ 1,733,776.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, and additional work under extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon y 20, 1980

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirty Mile Cr. Section
John Day Highway
Gilliam County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Subtotal of previous estimate of Jan. 3, 1980		$ 1,728,687.73

Previous Estimate

General Excavation	193,282 C.Y.	3.00	$ 579,846.00
Aggregates in Asphalt Macadam	3,045 C.Y.	10.00	30,450.00
AR 2000 in Asphalt Macadam (PA#12)	44 Ton	175.00	7,700.00
			$ 617,996.00

Revised Estimate

General Excavation	207,838 C.Y.	3.00	$ 623,514.00
Aggregates in Asphalt Macadam	3,416 C.Y.	10.00	34,160.00
AR 2000 in Asphalt Macadam (PA#12)	72.92 Ton	175.00	12,761.00
Salvage & Reinstall Fence (E.W.O.#5)		All Required	1,950.00
Repair Drainage		All Required	31,536.00
			$ 703,921.00
		Increase	$ 85,925.00
		Subtotal	1,814,612.73
		Engineering	206,812.27
			$ 2,021,425.00

Length of Project------------ 3.375 miles

Cost of Roadway Per Mile ----- $598,940.74

Federal Funds-----------------	$1,733,776.00
State Funds ------------------	287,649.00
TOTAL	$2,021,425.00

Group 1-100%
Contract 8782
Prefix 11-1082

8782

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-52	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Gilliam
MODIFICATION NUMBER 2	1-10	Project Number F-6(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 7, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,910,000.00	$ 1,935,500.00
Federal funds	$ 1,638,207.00	$ 1,660,078.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of January, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon January 3, 1980

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirty Mile Cr. Section
John Day Highway
Gilliam County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Subtotal of previous estimate of October 31, 1979 $ 1,708,801.73

Previous Estimate

Flagman	4900 hrs.	22.00	$ 107,800.00
3/4"-0 Aggregate Base	16,000 ton	5.00	80,000.00
			$ 187,800.00

Revised Estimate

Flagman	5034 hrs.	22.00	$ 110,726.00
3/4"-0 Aggregate Base	19,372 ton	5.00	96,860.00
			$ 207,586.00

Increase	$ 19,886.00
Subtotal	1,728,687.73
Engineering	206,812.27
Total	$ 1,935,500.00

Length of Project . . . . 3.375 miles

Cost of Roadway per mile . . . $573,481.49

Federal Funds $1,660,078.00
State Funds 275,422.00
Total $1,935,500.00

Group 1 - 100%
Contract 8782
Prefix 11-1082

8782

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-47 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-7-79	Oregon County Gilliam Project Number F-6(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on Sept. 7, 19 78,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,671,130.00	$ 1,910,000.00
Federal funds	$ 1,433,328.00	$ 1,638,207.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, additional work and quantities under PA's and EWO

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November, 19 79.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	By *(Division Administrator)*
Asst. State Highway Engineer *(Title)*	For: G. L. Green

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, OR October 31, 1979

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirty Mile Cr. Section
John Day Highway
Gilliam County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Subtotal of previous estimate of Aug. 23, 1978				$ 1,485,449.00

Previous Estimate

Flagman	2,300	hours	22.00	$ 50,600.00
Ditch Excavation	520	Cu. Yd.	2.00	1,040.00
General Excavation	166,685	Cu. Yd.	3.00	500,055.00
Trench Excavation	1,430	Cu. Yd.	10.00	14,300.00
Watering	3,755	M-Gal	10.00	37,550.00
Aggregate Base	50,535	Ton	3.60	181,926.00
3/4"-0 Aggregate Base	14,500	Ton	5.00	72,500.00
Cattle Guard	1	Each	5,000.00	5,000.00
Rock Gabions	915	Cu. Yd.	65.00	59,475.00
Extra for A.C. Approaches	6	Each	100.00	600.00
				$ 923,046.00

Revised Estimate

Flagman	4,900	hours	22.00	$ 107,800.00
Ditch Excavation	2,000	Cu. Yd.	2.00	4,000.00
General Excavation	193,282	Cu. Yd.	3.00	579,846.00
Trench Excavation	3,065	Cu. Yd.	10.00	30,650.00
Watering	4,100	M-Gal	10.00	41,000.00
Aggregate Base	55,000	Ton	3.60	198,000.00
3/4"-0 Aggregate Base	16,000	Ton	5.00	80,000.00
Cattle Guard	2	Each	5,000.00	10,000.00
Rock Gabions	1,055	Cu. Yd.	65.00	68,575.00
Extra for AC Approaches	12	Each	100.00	1,200.00
PA#7 (Con't. Gateways)	6	Each	245.00	1,470.00
PA#12 (AR 2000 in excess of plan quantity)	44	Ton	175.00	7,700.00
PA#13 Emulsified Asphalt in Asphalt Macadan	80	Ton	146.25	11,700.00
EWO #L (Cutoff Walls on 18" Culu. Ends)			Lump Sum	1,044.00
EWO#2 (Holding Pens)			Lump Sum	1,359.42
EWO#3 (Raise Cattle Guard)			Lump Sum	2,054.31
				$ 1,146,398.73

Difference	223,352.73
Subtotal	1,708,801.73
Engineering	201,198.27
Total	$ 1,910,000.00

Length of Project.	3.375 Mi.
Cost of Roadway Per Mile . .	$565,925.93

Federal Funds	$1,638,207.00
State Funds	271,793.00
Total	$1,910,000.00

Group 1 - 100%
Contract No. 8782
Prefix 11-1082

8782

OMB No. 04-R2089

9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-98	[illegible]. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-7-78	[illegible]te Oregon County Gilliam Project No. F-6(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19, SCL Condon, S. 3.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	3.375
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,671,130.00	$ 1,433,328.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
xx By For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator 9-7-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 23, 1978

Federal Aid Project
No. F-6(3)

N. Unit, Condon-Thirtymile Cr. Section
John Day Highway
Gilliam County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2034+10.34 to Sta. 2209+50)

Furnishing Field Laboratory	1 Each	2,000.00	$ 2,000.00
Mobilization	All Required		120,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	833 Sq.Ft.	2.00	1,666.00
Temporary Barricades	12 Each	80.00	960.00
Temporary Delineators	20 Each	21.50	430.00
Flagmen	2,300 Hour	22.00	50,600.00
Pilot Car	600 Hour	10.00	6,000.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Ditch Excavation	520 Cu.Yd.	2.00	1,040.00
General Excavation	166,685 Cu.Yd.	3.00	500,055.00
Trench Excavation	1,430 Cu.Yd.	10.00	14,300.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	3,755 M-gal.	10.00	37,550.00
Aggregate Subbase	50,535 Ton	3.60	181,926.00
3/4" - 0 Aggregate Base	14,500 Ton	5.00	72,500.00
Aggregates in Asphalt Macadam	3,045 Cu.Yd.,	10.00	30,450.00
AR-2000 Asphalt in Asphalt Macadam	235 Ton	150.00	35,250.00
Extra for Asphalt Macadam Approaches	6 Each	100.00	600.00
3/4" - 0 Aggregate in Prime Coat	575 Cu.Yd.	10.00	5,750.00
MC-250 Asphalt in Prime Coat	100 Ton	150.00	15,000.00
12'4" x 7'9" Structural Plate Pipe Arch	174 Lin.Ft.	160.00	27,840.00
13'3" x 9'4" Structural Plate Pipe Arch	98 Lin.Ft.	165.00	16,170.00
12-inch Culvert Pipe	86 Lin.Ft.	8.00	688.00
18-inch Culvert Pipe	386 Lin.Ft.	15.00	5,790.00
24-inch Culvert Pipe	496 Lin.Ft.	15.00	7,440.00
30-inch Culvert Pipe	64 Lin.Ft.	15.00	960.00
36-inch Culvert Pipe	68 Lin.Ft.	20.00	1,360.00
60-inch Culvert Pipe	90 Lin.Ft.	40.00	3,600.00
60-inch Arch Type Pipe	66 Lin.Ft.	50.00	3,300.00
78-inch Arch Type Pipe	62 Lin.Ft.	70.00	4,340.00
Concrete Inlets, Type G-2	5 Each	500.00	2,500.00

Guard Rail, Type 2A	17,300 Lin.Ft.	8.20	141,860.00
Guard Rail Anchors, Type 1	16 Each	245.00	3,920.00
Guard Rail Anchors, Type 2	11 Each	400.00	4,400.00
Rail End Pieces, Type B	6 Each	75.00	450.00
Rail End Pieces, Type C	16 Each	90.00	1,440.00
Type 1 Fence	35,600 Lin.Ft.	1.10	39,160.00
Concrete Driveways	25 Sq.Yd.	20.00	500.00
Concrete Curbs	720 Lin.Ft.	5.00	3,600.00
16' Cattle Guard	1 Each	5,000.00	5,000.00
Rock Gabions	915 Cu.Yd.	65.00	59,475.00
Cattle Pass	1 Each	6,000.00	6,000.00
Roadside Seeding and Mulching	12 Acre	500.00	6,000.00
			$1,476,870.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Columbia Basin Electric Coop.	All Required	779.00
		$ 8,579.00

Subtotal	$1,485,449.00
Engineering	185,681.00
Total	$1,671,130.00

Length of Project - - - - - 3.375 Mi.
Cost of Roadway Per Mile- - $495,149.62

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 2,000.00

Federal Funds (85.77%)	$1,433,328.00
State Funds	237,802.00
Total	$1,671,130.00

Group 1 - 100%
Contract No. 8782
Prefix 11-1082

N. Unit, Condon-Thirtymile Cr. Section
Nonparticipating - State Work

State Responsibility for Damages	All Required		$ 5,000.00
1/2" to 1/4" Material in Stockpile	4,000 Cu.Yd.	7.00	28,000.00
3/8" to #10 Material in Stockpile	6,000 Cu.Yd.	7.50	45,000.00

8782

L

August 11, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#8782

Gentlemen:

On July 23, 1980, we wrote to you concerning release of final payment on Contract No. 8782 awarded to Jarl Construction, Inc. for work on the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County.

Final payment on this contract is $10,158.41 and the total contract amount is $1,918,225.92 including $115,280.83 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
Dale Allen

#3782 L.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION--SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-6(3)
N. Unit, Condon-Thirty mile Creek
John Day Highway
State Force Order No. 4

Date: July 8, 1980

Reply to Attn. of: HFO.4/5

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed State Force Order No. 4 for the above project, submitted with your memorandum of May 27, 1980. We are returning the order to you not approved.

The seal was done beyond the recommended cut-off date for this type of work and during the time of year when weather changes which could adversely affect the work are highly probable. Time to do the work could have been provided for during more suitable weather during the following construction season.

We suggest that the specifications be reassessed to provide a more positive late season cut-off date for this type of work. Also, contract time should be structured to allow for this type of work to be done during the most favorable summer weather.

G. K. Hossner
for G. L. Green

Carter:mr

RECEIVED
STATE HWY ENGR
JUL 10 '80
REFER TO Keasey
FOR
Info | Invest | R/D | D/S | Sign | Act | File

orig. w/att.

8782

CON 5

DATE: June 6, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
North Unit, Condon-Thirtymile Creek Section
John Day Highway, Gilliam County
Contract No. 8782

This grading and oiling project was originally completed during the fall of 1979. A "waterspout" occurred shortly after the final inspection and resulting runoff revealed a number of shortcomings in the State's design and the contractor's workmanship. Corrective work was performed by the contractor who was reimbursed on a cost plus basis for that portion that was the State's responsibility. The cost of this corrective work, along with other overrun items, has caused the project authorization to be exceeded by approximately $144,800 or 7.8 percent.

Corrective work and flood damage repair cost approximately $60,000. Final quantity calculations for the general excavation and 3/4"-0 leveling course bid items revealed increases of $43,500 and $17,000, respectively, beyond that previously estimated.

Engineering costs have also increased approximately $21,000 beyond that previously estimated. This cost is attributed to the need to have State personnel on the project to direct the corrective work, keep a record of charges, and to determine which charges were eligible for reimbursement.

It is recommended that the project authorization for this project be increased $144,800 to a new total of $2,011,178.75. This matter will be on the consent calendar for your June 17 meeting.

OBJ:mk jh

bc:	F. B. Klaboe	Dale Allen
	Robert Gormsen	V. E. Skoog
	C. T. Keasey	George Bell

STATE OF OREG[illegible]
Highway Construction 378-6318

INTERO[illegible]CE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: June 5, 1980

Keasey

FROM: For O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
North Unit, Condon-Thirtymile Creek Section
John Day Highway, Gilliam County
Contract No. 8782

This grading and oiling project was originally completed during the fall of 1979. A "waterspout" occurred shortly after the final inspection and resulting runoff revealed a number of shortcomings in the State's design and the contractor's workmanship. Corrective work was performed by the contractor who was reimbursed on a cost plus basis for that portion that was the State's responsibility. The cost of this corrective work, along with other overrun items, has caused the project authorization to be exceeded by approximately $144,800 or 7.8 percent. The authorization for this project was previously increased by $170,000 on December 18, 1979.

Corrective work and flood damage repair cost approximately $60,000. Final quantity calculations for the general excavation and 3/4"-0 leveling course bid items revealed increases of $43,500 and $17,000 respectively beyond that previously estimated.

Engineering costs have also increased approximately $21,000 beyond that previously estimated. This cost is attributed to the need to that State personnel on the project to direct the corrective work, keep a record of charges, and to determine which charges were eligible for reimbursement.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase, with the exception of minor gabion repair, is eligible for federal participation.

OBJ:WR:mk

Attach.

cc: Dale Allen
Josh Sawyer
Robert Church

RECEIVED
STATE HWY ENGR
JUN 5 '80
REFER TO
FOR
Info Imm R/D D/R See Act File

Form E-372 (Rev. 10-66)

REGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project N. Unit, Condon-Thirtymile Cr. Date April 15, 1980

Highway John Day Contract No. 8782

County Gilliam Kind of Work Grading & Oiling Contractor Jarl Construction Inc.

	Original Authorized	Increased Authorized No.1	Estimated	Increase	%
Contract Amount	$1,549,890.00	$1,712,763.00	$1,781,400.00	68,637.00	4%
Anticipated Items	15,800.00	2,799.00	4,115.00	1,316.00	47%
Contingency (4½%)	70,455.15	57,511.75	111,423.75	53,912.00	94%
Engineering	125,253.60	170,000.00	191,000.00	21,000.00	12%
Credits	- 65,000.00	- 76,695.00	- 76,760.00	- 65.00	
PROJECT COST	$1,696,378.75	$1,866,378.75	$2,011,179.00		

NET INCREASE $144,800.00 OR 7.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Original Estimate	Increased Authoriz.#1	Expected Amount	Net Change
General Excavation	BI #12 (C)	500,055	580,000	623,500	43,500
3/4"-0 Leveling	BI #17 (C)	72,522	79,900	96,900	17,000
Repair Flood Damage	EWO #6 (U)	--	- -	8,000	8,000
Restoration of Damaged Struct.	EWO #7 (U)	- -	- -	52,000	52,000
Engineering		125,253.60	170,000	191,000	21,000

Principal reasons for overruns (Continue on reverse side): Item #12, computations of Genr'l Excavation quantities were not computed at the time of first request. Alignment changes and an error in the preliminary estimate of quantities caused the overrun. Item #17, computations for the 3/4-0 leveling course was incomplete at the time of the first request for additional authorization (OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by J. S. Sawyer
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

Item #17, Original estimate did not consider the "E" distance of two feet at the guard rail.

Extra Work Order No.6, was inadvertantly omitted in the first request.

Extra Work Order No.7: is the result of flooding damage which occurred after the project construction was completed by the contractor, but prior to final acceptance. The work under Order No. 7, is for restoration of drainage facilities and construction of dams, dikes and basins which should reduce the effect of future flooding.

Engineering costs incomplete at the time of the first request; added engineering during performance of EWO #7.

8782

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 - 30 - 80

		FEDERAL AID PROJECT NO. -6(3)
		STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Gilliam
	ITEM NO. 80311	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/4

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 7-5-78	DATE AUTHORIZATION EFFECTIVE 4-23-80	FEDERAL ROUTE NUMBER Primary 6 STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

North Unit Condon - Thirtymile Creek Section

GENERAL DESCRIPTION OF WORK:

Install permanent signs throughout project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-23-80 as requested in Mr. Keasey's letter of 5-15-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order no. 5 is approved for a TEC of $1,000 - Federal Funds $858.

DATE 5-30-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-085

1712 L

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-6(3)
North Unit, Condon-Thirtymile Creek
John Day Highway
Extra Work Order No. 7

Date: May 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Extra Work Order No. 7 submitted with Mr. Keasey's memorandum of May 15, 1980. We approve the Extra Work Order, effective April 22, 1980, except that any work required as a result of the undersized gabion backfill material will not be eligible for federal aid participation.

NOTED
H. S. COULTER

Attached is Extra Work Order No. 7.

G. K. Hosmer
for G. L. Green

Attachment

cc:
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8782

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Condon - Thirtymile Creek North Unit

WEEK ENDING: May 10, 1980

SECTION PREFIX: 011-1082

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Condon - Thirtymile Cr. (North Unit)

KIND OF WORK: Grading & Oiling / Drainage Repair EWO# 7

CONTRACTOR: Jarl Construction

CONTRACT NUMBER: 8782

FEDERAL AID PROJECT NUMBER: F-6 (3)

DATE OF CONTRACT: August 1, 1978

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: EWO #7

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 7 SUPERVISION 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 440

SPECIFIED COMPLETION DATE: October 27, 1979

WORK DAYS USED:

CALENDAR DAYS USED:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 1,761,378.75

EXCLUSIVE OF ENGINEERING: $ 1,636,125.15

ENGINEERING AUTHORIZATION: $ 125,253.60

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $

ENGINEERING COST TO DATE: $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

PERCENT OF AUTHORIZATION ____ %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Drainage	Guardrail

	BASE GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Sub base PAVING
MILES IN PROJECT	3.39	3.39	-	~~3.39~~	~~3.39~~
MILES PARTIALLY COMPLETED		0	-	~~0~~	~~0~~
MILES COMPLETED	0	0	-	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	168,635 C.Y.	14,500 T	10,000 C.Y.	~~7,000 C.Y.~~	~~50,535 T~~
TOTAL QUANTITIES CORRECTED TO DATE	199,500 C.Y.	14,500 T	10,000 C.Y.	~~7,000 C.Y.~~	~~50,535 T~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	199,500 C.Y.	14,500 T	10,000 C.Y.	7,000 C.Y.	50,535 T
AVERAGE DAILY QUANTITIES	-0-	-0-	-0-	-0-	-0-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-0-	-0-	-0-	-0-	-0-
NUMBER OF SHIFTS PER DAY	-0-	-0-	-0-	-0-	-0-
HOURS PER SHIFT	-0-	-0-	-0-	-0-	-0-

EQUIPMENT USED DURING THE WEEK:

Pickups (1) 3/4 ton
(1) 1/2 ton

Flatbed truck w/ 1M-Gal. water tank
Water Pump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12 X 8 Str. Arch	13 X 9 Str. Arch							
PERCENT	100 %	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Fair/Warm			
MONDAY	5	Prtly Cldy/ Thunder Showers			
TUESDAY	6	Prtly Sunny			
WEDNESDAY	7	Cloudy			
THURSDAY	8	Cloudy			
FRIDAY	9	Cloudy			
SATURDAY	3	Fair/warm			

RECEIVED
MAY 12 1980
CONSTRUCTION
BRANCH

K Kessey
Jackmond
Hopkins
W Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	Fence repair on Etra work/ Sundaay work at contractor's option
MONDAY 5	Repairing fence, remoaved during flood damage work - Ewo #7 Cleaning out plugged 36-inch CMP - EWO #7 Facing gabions with additional wire, Sta. 2191 ± (contractor's responsibility)
TUESDAY 6	Fence repair and restoration - EWO #7 Cleaning out 36-inch CMP sta 2140 - EWO #7 Facing gabions with additional wire, Sta. 2191 and 2074 (contractor's responsibility)
WEDNESDAY 7	Tightenedwire and constructed gate way at sta.2125 - EWO #7 Cleaned out 36-inch CMP sta 2140 Facing gabions with additional wire Sta. 2191 &2074 (contractor's responsibility)
THURSDAY 8	Adding wire to face of gabion baskets, tying wire into existing wire (contractor's responsibility)
FRIDAY 9	Adding wire facing to gabion baskets Sta 2074 & 2084 (contractor's responsibility)
SATURDAY 3	Fence work on Extra work at contractor's election(Saturday work) EWO #7

REMARKS

This Week: Concluded Force Account Work,EWO #7
Contractor adding cyclone and "chicken wire" to gabions at his expense.

Next Week: Conclude work on gabion baskets.

SIGNED Carl Stale
for: J.S. Sawyer

LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Copies: Const (3) Region (1) File (1)

SP-F216

#8782

L

CON 5

DATE: March 17, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project F 6-(3)
Condon-Thirty Mile Creek Section, N. Unit
John Day Highway
Contract No. 8782
Refer to: HFO.4/5-OR

Following the failure of the gabion wing walls on the above project, a complete and thorough investigation was made by our Road Design Section, field engineers and FHWA personnel. As a result of these reviews and meetings, revised specifications (special provisions) will be developed for future projects as well as a design standards' review.

We concur with the recommendation made in your February 28 letter and are proceeding to make revisions to our design and inspection procedures.

CTK:mk jh
bc: C. T. Keasey
J. H. Versteeg
Dale Allen

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F 6-(3)
Condon-Thirty Mile Creek Section, N.Unit
John Day Highway

Date: February 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

Attached is a copy of a field review of the above recently completed Federal-aid project. Two gabion installations used as headwalls have failed. In addition, visual inspection of the completed gabion work indicates undersize material was used to fill the baskets.

Complete cause of the failures is not known. However, design features and control of construction materials appear to have been contributing factors. It is recommended that:

1. The design considerations for gabion walls, especially when used as structural elements, should be reviewed for adequacy.

2. Inspection procedures should be strengthened to insure that material meeting specifications is used to fill the baskets.

Your review of this matter would be appreciated.

G. K. [illegible]
for G. L. Green

Attachment:
Review dtd 2-15-80

RECEIVED
STATE HWY ENGR
MAR 5'80

3/5
cu

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Bo R

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-6(3)
Condon-Thirty-mile Creek Section, N. Unit
John Day Highway

Date: February 15, 1980

From: D. B. Carter, Area Engineer DBC

Reply to Attn. of: HFO.4/5-OR

To: G. K. Hossner, Field Operations Engineer

On February 5, 1980, Herb Schell and myself, in company with J. S. Sawyer, Resident Engineer, OSHD at The Dalles, made a field inspection of the gabion installations on the above project. Gabions were used extensively at culvert inlets and outlets. A total of four large culverts were treated in this manner. The inspection was prompted by a reported failure of the gabion installation at Station 2190+80. At this location gabions had been used as inlet and outlet protection for a 13'-3" x 9'-4" structural plate pipe arch.

FINDINGS:

The results of the field review indicate:

1. The stone size for the gabions at all locations contains a significant portion of material which is smaller than the specification minimum size of 4 inches. Some of the small material has been washed out of the baskets. Specifications specify that the gabion fill material be well-graded rock from a minimum size of 4 inches to a maximum size of 10 inches. This material was inspected during the construction on a visual basis. A more thorough inspection procedure would have been desirable.

2. The gabion installation at Station 2190+80 is the only installation which has actually failed. Although other installations show scour and some loss of rock from the baskets. At Station 2190+80, gabion wingwall "Q" has leaned significantly and can be considered to be failed. Gabion wingwall "P" has failed and is tipped over. Cause of the failure is presently under investigation. Some factors which may have contributed to this failure are 1) loss of rock from the baskets, 2) scour and subsequent settlement, 3) gravity wall design considerations.

RECOMMENDATIONS:

Final field inspection of the project had been made prior to this failure. However, final acceptance of the project is pending. Final acceptance of the project should be withheld pending resolution of the gabion wall problem. Especially in view of the undersize rock used to fill the baskets.

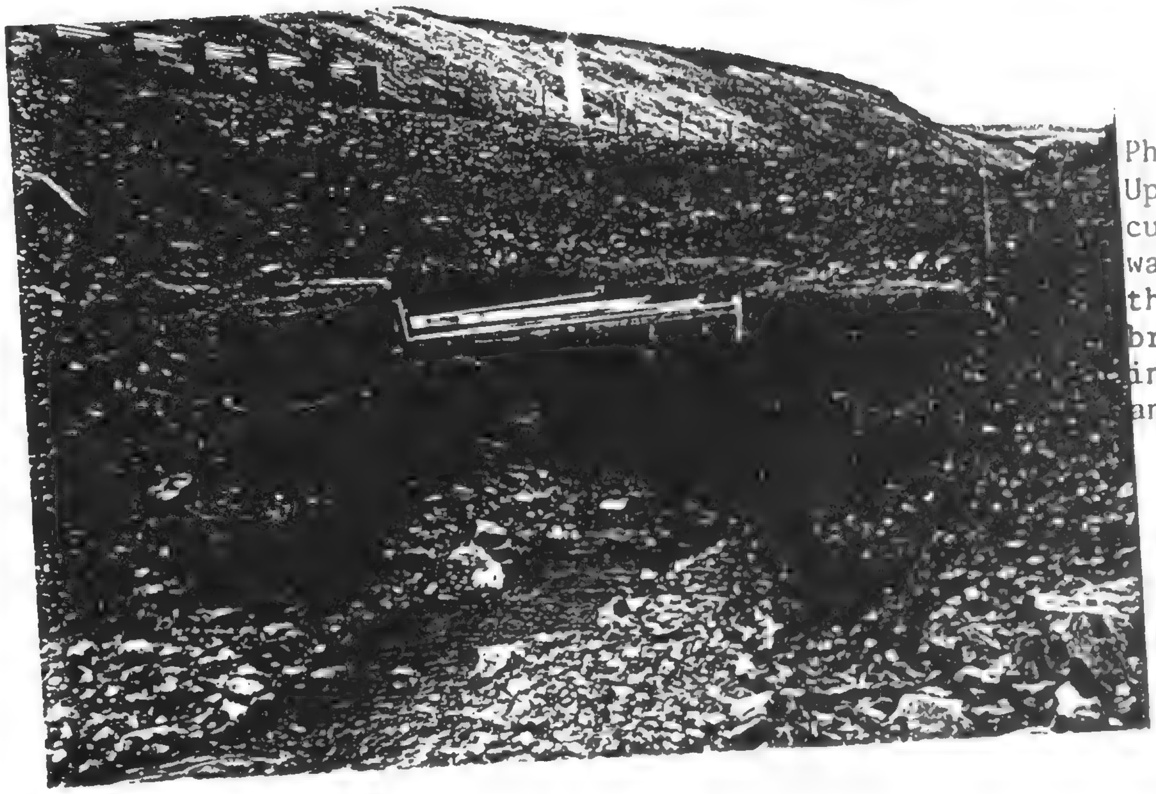
The State's specifications and inspection procedures regarding this work should be reviewed to insure this problem will not re-occur.

Provisions for scour and major settlement for gabion wall foundations should be similar to those used for walls of concrete or other building materials

D B Carter

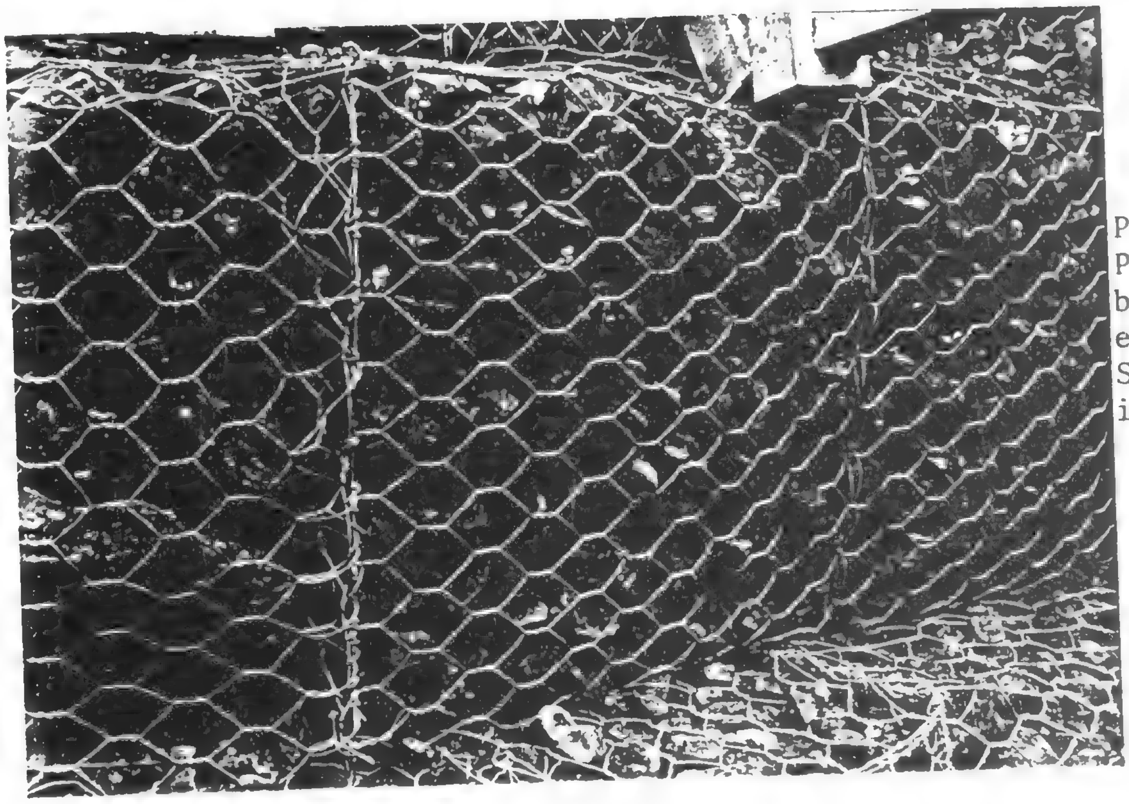
D. B. Carter

Attachments:
Pictures

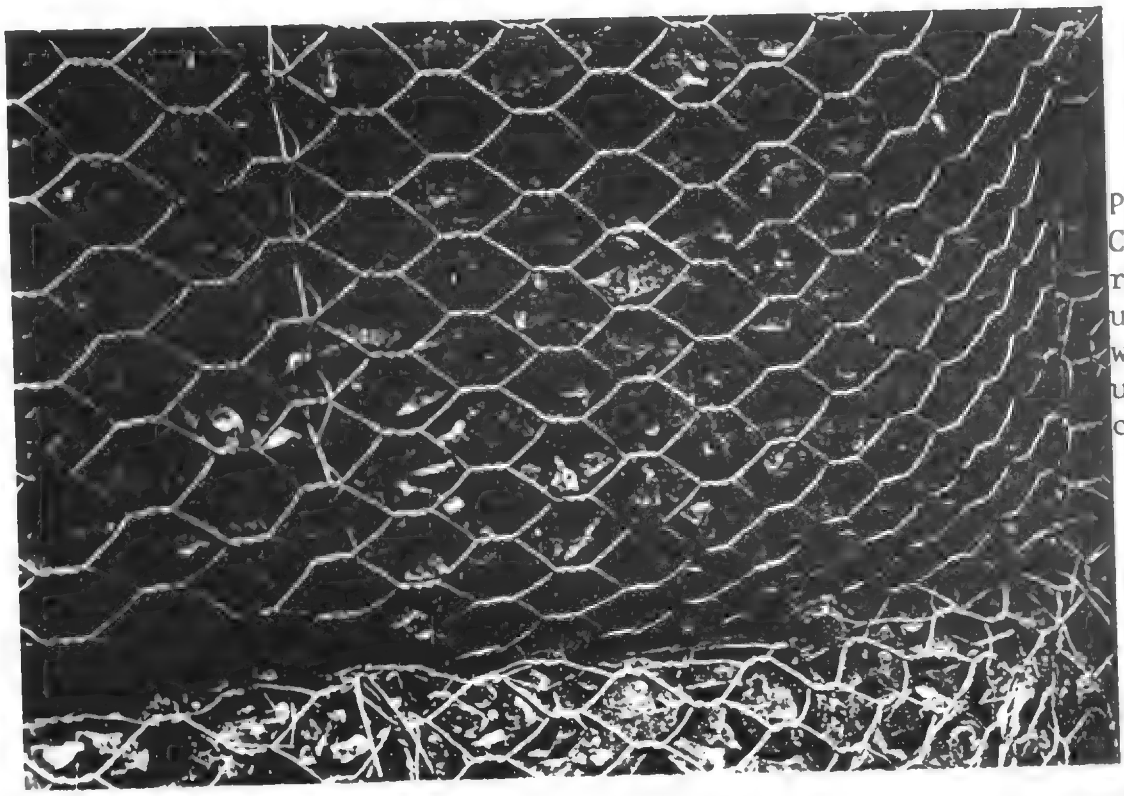


Photograph No. 1
Upstream end of the culvert. The right hand wall has tilted toward the stream. Temporary braces have been added in an attempt to stop any further settlement.

Photograph No. 2.
Downstream end of the culvert. The right hand wall has completely failed.



Photograph No. 3.
Picture taken near a brace on the upstream end of the culvert. Some undersize rock is evident.



Photograph No. 4.
Considerable undersize rock is evident. This undersize rock could wash out of the basket under certain flow conditions.

5

STATE OF OREGON
HIGHWAY DIVISION - ODOT 378-6569

INTEROFFICE MEMO
LOC 8
LOC 11 #5

TO: Robert C. Pool
Region Construction/Maintenance Engr.
Region IV

DATE: February 28, 1980

FROM: Richard L. Lenz R L Lenz
Hydraulics Engineer

SUBJECT: Gabion and Drainage Problems
Condon-Thirty Mile Section
North Unit
John Day Highway
Gilliam County

1 Versteeg ✓
Anderson
2 Christensen DRC
Olson
This Sullivan Copy
Terpin
Trout
Wekerlig

RECEIVED
FEB 28 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

A field inspection of the subject project reviewing the problems was made by Robert Whitby, Designer from Road Design; Ted Blachly, Designer from Structural Design; and myself, accompanied by Josh Sawyer, Resident Engineer, and Dick Hawkins, District Engineer.

Examination of the gabion walls revealed that they were basically constructed "out of specs":

1. At least some of the gabion baskets were not properly wired to adjacent baskets and at the installation at approximately Station 2191, this was one of the contributing causes of failure.

2. Proper tie wire procedure in each basket cell to prevent bulging and eventual collapse of the basket was not accomplished.

3. The inclusion of under-sized material in the gabion baskets was one of the major causes for failure. There is a large amount of sub-size material to be found in the baskets which did not occur from freeze-thaw cycles. Loss of this smaller material through the wire mesh through gravity, handling, and erosion by abrasion from swift waters carrying a bed load of rocky material caused a loss of rigidity in the gabion walls and consequent failure.

Lack of proper foundation material under the left wall, outlet end at Station 2190 caused settling of the end of the wall as a result of scour. This would have a tendency to upset the equilibrium of the wall.

It appears from grooves on top of the backfill, right side, inlet end at Station 2191, that a dozer had been run, rather close to the gabion wall, on top of the loosely-placed backfill of dice rock material. There may have been a lateral movement against the wall as the dozer walked the loose dice rock, causing an unbalancing effect leading to future tipping of the wall as the fine material was lost out of the face of the gabion baskets.

Contains Recycled Materials

The other three installations at Stations 2063+75, 2074+02 and 2084+26 have conditions 1, 2 and 3 apparent in them. They are not in distress yet because a) there is a smaller volume of water and bedload traveling through them, and b) the alignment of the walls and culvert are basically the same as that of the stream. Bulging of the face of the baskets is quite apparent as well as is the under-sized material within them.

There have been inadequacies in our design procedures and in the special provisions of the contract. Assembly procedures including tie wire installation, proper placement of fill material in the gabions, and tying the baskets to adjacent baskets was not covered clearly in the specifications. Instructions should have been provided to our Resident Engineer to aid him in guiding the contractor. We have not been too appreciative of the power of swiftly moving water combined with a large moving bedload of rocky material. Through the benefit of hindsight, we now recognize the need for greater communication between "Field" and "Design" concerning the nature of the topography and its components, so that these may be considered in our designs. For example, the installation at Station 2190 should have been laid along the original creek alignment to avoid the abrupt channel curvature at both inlet and outlet.

Cross culverts at Stations 2125 and 2168(-) have become plugged more than once since their installations with mudflows containing a high percentage of rocky material. Once again, a lack of appreciation of the inherent characteristics of the topography have resulted in incomplete design for the crossings. Perhaps one solution for installation under these circumstances would be to use nothing less than a 48-inch (?) diameter culvert to expedite cleaning by maintenance.

REMEDIES

The following measures have been suggested by the Resident Engineer to correct and improve the existing conditions without actual reconstruction of the facilities.

1. At the gabion installations at Stations 2063+75, 2074+02 and 2084+26, install chain link fabric (2" mesh) on the exposed faces of the gabion baskets to prevent further loss of the under-sized material from the face. Keeping the "bulk" of material at the face will prevent further slumping, wedging and a possible "rolling" effect at the face which could cause the wall to fall into the channel.

2. At the gabion installation at Station 2191, additional measures must be taken. At the inlet end, on the outside wall, the dice rock backfill will be excavated, probably two layers down from the top of the wall, the baskets set back into place, tied into the backfill by deadmen, etc., and backfilled again. Chain link fabric should be placed where necessary. The face of the outside gabion wall should be reinforced with a concreted wall 5-6 feet in height to protect it against erosion from the heavy bedload of rocky material carried during high runoffs.

At the outlet end, those gabion baskets which have fallen-in should be cut loose and the backfill be laid back on some flat slope to allow the water to spread out upon leaving the culvert. Chain link fabric will be placed where necessary, and the outside wall would be reinforced with a concreted wall as above.

3. At Station 2168, a debris basin will be excavated out of the rock backslope, large enough and deep enough to allow a piece of maintenance equipment to readily clean it out. The channel at the outlet should also be widened out.

4. At Station 2125, runoff from a relatively large drainage basin transports a great amount of rocky debris to the highway, plugging the cross-culvert. A sufficiently large area is available upstream of the culvert inlet to allow for excavation of a large and deep debris basin. The material excavated would be used to construct an earthen dam across the upstream canyon which would trap the bedload also. The face of the dam used for a spillway would be protected with larger rock and held in place with wire from the salvaged gabion baskets at Station 2191. A second dam may be constructed further upstream, using the excess material from the other work locations. It has also been suggested that an 84-inch culvert, to be provided by maintenance, be installed across the highway at the same location and in conjunction with the existing 60-inch arch-type culvert.

These suggested remedies by the Resident Engineer are probably the only practical methods to handle the problems. I would like to add one more suggestion for consideration. It was noted that the upper three gabion wall installations are not subjected to the heavy bedload that the lower one at Station 2191 is. Most of this bedload enters the main stream from Station 2125 and the side canyons along the right bank downstream to Station 2191. I would suggest that several lower dams of large rock be placed across the main stream channel at various places below locations contributing bedload. These would have the effect of reducing the stream gradient, thereby depositing the larger materials upstream of each dam, forming a small delta "fan" of rocky material which would continue to retard the stream velocities. Each small preventative measure such as this will decrease future maintenance needs and increase the life span of the installations.

RLL:ge

cc: J. S. Sawyer
Frank Terpin
D. O. Christensen
C. Keasey
W. Hart

REFERRED TO
Beard 3 Stoudenmeyer
1 Col WTB 4 Sample
2 Erlksen FE 5 Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8782

File
5

ROAD DESIGN SECTION 378-6558

February 8, 1980

Dale D. Allen
Region Engineer

W. E. Cole
Design Engineer Supervisor

N. Unit, Condon-Thirty Mile Creek
John Day Highway
Gilliam County

This letter acknowledges receipt of your narrative report on the subject project.

It was interesting to note that several errors were discovered on the computer printouts. Since this job was run through the computer a number of times and the results were consistent, it might seem there were errors in it all of the time on this particular job.

The comments on the gabion installation was of interest since they are a relatively new item to us. Learning of any construction problems with them can be of use in future design work.

We greatly appreciate these reports.

WEC/db

cc: C. T. Keasey
Richard Dorn

____Vorsteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

RECEIVED
FEB 11 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To____
Bring Up____/____/____
Action____

2-6-80

page 1 of 4

Narrative Report
N. Unit, Condon-Thirty Mile Cr.
Contract No. 8782 Prefix 011-1082
J.S. Sawyer, Resident Engineer

The N. Unit, Condon-Thirtymile Creek project was awarded to Jarl Construction Inc., The Dalles, Oregon on August 2, 1978.

Work bean September 14, 1978. It became evident at the onset of the work that the material encountered in the cuts would not stand on the slopes as shown on the plans. Consequently, these cut slopes had to be flattened. Along with this problem was an error in the computer printout of the aligment sta. 2176-2184, thus creating a substantial change in the earthwork quantities for the project. (Bid item 012, General Exczvation was increased from 166,685 cy to 207,710 cy an increase of 41,025 cy)

Several cuts were daylited to enhance the appearance of the job which added to the total excavation. The excess material was used to flatten slopes and thus eliminating guardrail. Several sections of the old roadbed were left as is for the conwnience of the landowner to be used as feeding areas or equipment parking. The grade was raised at 2071 to 2090 to reduce the excavation quantity, however the left side of this cut was daylited to enhance the appearance of the job. When this was done, the final result was that the excavation quantity was not reduced in this area. The cuts at 2168 to 2173 and 2176 to 2184 were staked several times in order to have a slope that would be compatable with the material encountered. In doing this, new R/W had to be purchased to include the flatter slope. The cut at 2176 to 2184 was not plotted on the computor printout from Salem correctly, resulting in a significant increase in excavation for this cut.

REFERRED TO
Beard Staudenmeyer
2 Cole W.E.C.
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Prepare ltr of acknowledgment
C OK - 2-8-80 WEC.

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
db Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
FEB 6 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

As the benches were being built in these cuts, soft material was encountered and most of the benches were removed to avoid future damages and to enhance the appearance of the slopes.

Drainage work began with gabion installation and it became apparent that the gabion baskets could not be installed as the detail sheets were drawn. For example, it was impossible to fold, bend or reshaped the baskets without making a mess of it. The aprons were laid in a rectangular shape and extra baskets were added on the ends to support the wingwalls. When performing the trench excavation at the multiplates, it was fornd that the material was unsuitable for supporting the pipes. A foundation was built by excavating several feet below pipe grade and backfilling with rocky material. The wingwalls were built per plans, excepting pieces of baskets had to be cut and spliced on to fill in the triangular voids created at the joint of each basket as the wall followed the channel alignment. These voids were later filled in with the designated size of rock. The finished gabions have an asthetic appearance with appealing lines.

Both cattle guards were installed as per plans but because there was no definite, concise description of the placement of the cattleguards in the R/W agreements, the cattleguards were adjusted by the contravtor attempting to come as near as possible to satisfying the property owner's needs. This resulted in Extra Work Order # 3 being added to the project.

Production of 2"-0 subbase aggregate began on June 12. As this material was being placed it was discovered that the "E" distance of 2 feet at the guardrail was not considered in the original quantity estimate, resulting in an overrun of both Aggregate Subbase and aggrehate base. It was also noted that the plans did not contain a typical section at the guardrail.

contract 8782

On August 15, 1979 a waterspout covered portions of the project resulting not only in clean-up problems under Force Account Work but also replacement of some subbase and base material.

At the request of Maintenance, the five Concrete Inlets, Type G-2 (Bid Item #35) were deleted and replaced by five cut-off walls installed on Force Account Work. The concreted Driveways (Bid Item #42) were deleted with approval from the city of Condon because of future work planned on the existing sidewalks.

In order to dacilitate the installation of transit pipe by the city crew in Condon, the super rates on the curve right at 2036+00 to 2041+00 were lowered to provide ample cover over the transit pipe.

The contractor also crushed all the aggregates needed for the Lone Rock Jct.-Rock Cr. oiling project, Contract #8925. While the contractor was crushing aggregate for 0-11 macadam, Salem sent out a new table for aggregate and asphalt quantities which caused an increase in all of the items involved in the construction of the 0-11 macadam. A Price Agreement had to be writter to cover the needed gateways that were omitted on the plans but were in the R/W agreements. A price Agreement had to be written to comer the Emulsified Asphalt in the Seal Coat that was omitted on the bid schedule. The fence was not built as per plans in several locations to appease the landowners and alleviate any future damage from high water. However, Extra Work Orders 2,3,4 and 5 were written to cover costs involved in moving fences and guardrail in other locations to satisfy the whims of the landowners.

Guardrail work was started on August 13, 1979 and completed on October 27, 1979. A Price Agreement was written to cover the installation of Guide Posts that was not included in the original bid schedule.

Permanent striping was performed under State Forces Order No. 2.

A Summary of the project cost is:

	Original	Estimated
Contract & Unanticipated Items	$1,549,870.00	$1,785,240.00
Contingencies	70,455.00	37,080.00
Anticipated Items	15,800.00	15,800.00
Engineering	125,253.00	170,000.00
Total	$1,696,378.00	$1,935,120.00

A request for additional authorization was submitted November 8, 1979.

Statement of Overruns & Underruns
N. Unit Condon-Thirtymile Creek
John Day Highway
Gilliam County
Contract 8782

Item	Original Amount	Semi-Final	Percent +or-
Contract Bid Items	$1,549,870.00	$1,785,240.00	+15%
Anticipated Items	$ 15,800.00	$ 15,800.00	0
Contingencies	$ 70,455.00	$ 37,080.00	-47%
Engineering	$ 125,253.00	$ 170,000.00	+36%
Credits	$ 65,000.00	$ 73,000.00	-12%
Total	$1,696,378.00	$1,935,120.00	+14%

Overruns & Underruns
Contract 8782
page 2

Item#	Item	Unit	Contract Quantity	Final Quantity	+ or -
001	Furnishing Field Lab deleted by BI#1	Each	1	0	-100%
004	Temporary Signs Contractor utilized work areas	Sq Ft	833	548	-34%
007	Flagmen inadequate Flagging time provided by Contract	Hour	2,300	5,034.5	+119%
008	Pilot Car Contractor utilized work areas	Hour	600	61.5	-90%
011	Ditch Excavation excessive drainage from plan	Cu Yd	520	1850.5	+256% ✓
012	General Excavation Computer error in excavation of large cut and flattening of slopes to stabalize material in cuts	Cu Yd	166,685	207,711.5	+25%
013	Trench Excavation excess amount of pipe bedding excavation needed to stabilize pipe footing	Cu Yd	1,430	2,934.13	+105%
015	Watering dust elieveation	M-Gal	3,755	4,147	+10%
016	Aggregate Subbase guardrail flaring and offset distance created need for more surfacing	Ton	50,535	54,664.37	+8%
017	3/4"-0 Aggregate Base same explanation BI#016	Ton	14,500	19,372.38	+34%
018	1/2"-1/4" Material in Stockpile contractors error in volume produced	Cu Yd	4,000	3,518.7	-12%

Overruns & Underruns
Contract 8782
page 3

Item#	Item	Unit	Contract Quantity	Final Quantity	+ or -
019	3/8"-#10 Material in Stockpile contractors error in volume produced	Cu Yd	6,000	6,951	+16%
020	Aggregate in Asphalt Macadam guardrail flairing and offset distance created need for more surfacing	Cu Yd	3,045	3,416	+12%
023	3/4"-0 Aggregate in in Prime Coat need for increased surfacing because of guardrail offset	Cu Yd	575	624.5	+9%
024	MC-250 Asphalt in Prime Coat	Ton	100	94.3	-6%
027	12-Inch Culvert Pipe type of drainage created need for larger diameter pipe	Lin Ft	86	44	-49%
028	18-Inch Culvert Pipe combined drainage areas, utilized culvert	Lin Ft	386	70	-82%
029	24-Inch Culvert Pipe same as BI#28	Lin Ft	496	428	-14%
035	Concrete Inlets Type G-2 not suited for drainage involved	Each	5	0	-100%
036	Guard Rail, Type 2A flattened embankment slopes decreasing need for Guard Rail	Lin Ft	17,300	13,745	-21%

Item#	Item	Unit	Contract Quantity	Final Quantity	+ Or -
037	Guard Rail Anchors Type 1 increased need for this type anchor	Each	16	17	+6%
038	Guard Rail Anchors Type 2 decreased need for this type anchor	Each	11	7	-36%
039	Rail End Pieces, Type B inadequate provision for this type end piece in Plan	Each	6	30	+400%
040	Rail End Pieces, Type C eliminated need for this type end piece	Each	16	7	-56%
041	Type 1 Fence realignmant of fence decreased footage	Lin Ft	35,600	34,078	-4%
042	Concrete Driveways future improvement of Condon City eliminated driveways this Contract	Sq Yd	25	0	-100%
043	Concrete Curbs Project length decreased, decreasing Curb length	Lin Ft	720	552	-23%
044	Cattle Guard, 16' error between Plan Quantity and Right of Way Agreement	Each	1	2	+100%
045	Rock Gabions terrain and placemant increased Gabion rock volume	Cu Yd	915	1,055.504	+15%
047	Roadside Seeding and Mulching rock, granular material in slopes decreased need for seeding	Acre	12	10.11	-16%

1782

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Condon - Thirtymile Creek North Unit

WEEK ENDING: December 8, 1979

SECTION PREFIX: 011-1082

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Condon - Thirtymile Cr. (North Unit)

KIND OF WORK: Grading & Oiling

CONTRACTOR: Jarl Construction

CONTRACT NUMBER: 8782

FEDERAL AID PROJECT NUMBER: F-6 (3)

DATE OF CONTRACT: August 1, 1978

DATE WORK STARTED: September 14, 1978

ESTIMATED COMPLETION DATE: Completed October27, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 440

WORK DAYS USED:

CALENDAR DAYS USED: 440

SPECIFIED COMPLETION DATE: October 27, 1979

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $1,761,378.75

EXCLUSIVE OF ENGINEERING: $1,636,125.15

ENGINEERING AUTHORIZATION: $ 125,253.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,754,130.00

ENGINEERING COST TO DATE: $ 165,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN 7 %

PERCENT OF AUTHORIZATION: 131 %

DATE PROJECT WAS COMPLETED: October 27, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Drainage	Guardrail
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Sub base PAVING
MILES IN PROJECT	3.39	3.39	-	3.39	3.39
MILES PARTIALLY COMPLETED		0	-	0	0
MILES COMPLETED	0	0	-	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	168,635 C.Y.	14,500 T	10,000 C.Y.	7,000 C.Y.	50,535 T
TOTAL QUANTITIES CORRECTED TO DATE	199,500 C.Y.	14,500 T	10,000 C.Y.	7,000 C.Y.	50,535 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12 X 8 Str. Arch	13 X 9 Str. Arch						
PERCENT	100 %	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 10 1979
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	No activity, all work on project is completed.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Computations of earthwork has been completed, checking of surfacing quantities is in progress, anticipate submittal of semi-final near December 21, 1979.

SIGNED J. [illegible] LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

DATE: December 6, 1979

CON 5
#8782

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
North Unit, Condon-Thirtymile Creek Section
John Day Highway, Gilliam County
Contract No. 8782

This grading and oiling project was recently completed and the final pay quantities are presently being determined. It has become apparent that the project cost will overrun the amount authorized by approximately $170,000 or 10 percent.

Bid item work cost nearly $163,000 more than anticipated. The major overruns were: General Excavation - $80,000 due to the need to flatten several cut slopes; Flagmen - $58,000 primarily because rock cuts were excavated under traffic and required more time than anticipated; and Subbase and 3/4-0 Leveling - $23,300 because of a low initial estimated quantity. The project engineering will also overrun by approximately $45,000. Travel to and from the project required three hours and this, along with the general overrun of the project, was a major contributor to the engineering overrun.

Funds authorized for contingencies and underruns of anticipated work items partially offset the above overruns.

It is recommended that the authorization for this project be increased $170,000 to a new total of $1,866,378.75. This matter will be on the consent calendar for your December 18 meeting.

WR:mk jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
Dale Allen
V. E. Skoog
George Bell

8782

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8782

TO: H. S. Coulter
State Highway Engineer

DATE: December 4, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
North Unit, Condon-Thirtymile Cr. Section
John Day Highway, Gilliam County
Contract No. 8782

This grading and oiling project was recently completed and is presently being semifinaled. It has become apparent that the project authorization will overrun by approximately $170,000 or 10 percent.

Several cut slopes were flattened, one cut was daylighted, and a plan error resulted in a $80,000 overrun of the general excavation item. The flagman item overran by $58,000 because the rock cuts were excavated while under traffic and this required more time than anticipated. The subbase and 3/4-0 leveling material overran by $23,300 because the estimated quantity did not provide for the "E" distance of two feet at the guardrails.

Engineering overran by $45,000. Travel to and from the project required three hours time which was a major contributor to the overrun.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

OBJ:WR:fr

Att.

Noted
H. S. COULTER

cc: Dale Allen
Josh Sawyer
Robert Church

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

RECEIVED
STATE HWY ENGR
DEC 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE: December 3, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-6(3) noted H. S. COULTER

Contract 8782, Work Completed October 27, 1979

Project N. Unit, Condon-Thirtymile Creek

Highway John Day

County Gilliam

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 8, 1979

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Dale Allen
R. D. Church

RECEIVED
DEC 17 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

878

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-985

cc: State (H. S. Coult

STATE COPY

U.S PARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

11-9-79

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Gilliam	DIVISION Oregon

IN COMPANY WITH
Unaccompanied. Discussed with J. S. Sawyer, Resident Engineer, OSHD

DATE OF INSPECTION 11-8-79	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. F-6(3)

Original Signed by
D. B. Carter
Area Eng

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

CONDON-THIRTYMILE CREEK SECTION, N. UNIT
JOHN DAY HIGHWAY
Grading & Oiling

This project provided for the reconstruction of approximately 3.39 miles of the John Day Highway.

The project will overrun approximately 13 percent. Much of the overrun can be attributed to the additional general excavation required to complete the work. The reasons for the increase in general excavation are discussed in Report No. 1. Several other items also overran.

The final project cleanup and general appearance of the project is good. It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-29
cf

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

878

cc: State (H. S. Coult

STATE COPY

11-3-78

U.S. DEPARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Gilliam	DIVISION Oregon
DATE OF INSPECTION 11-3-78	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-6(3)

IN COMPANY WITH J. S. Sawyer, Resident Engineer; R. Pool, Region 4 Construction Engineer, OSHD

LOCATION

Beginning at the south city limits of Condon, Oregon and extending southerly 3.39 miles.

CONTRACTOR NAME AND ADDRESS

Jarl Construction, Inc., P.O. Box 691, The Dalles, OR 97058

AWARD DATE 8-2-78	CONTRACT AMOUNT $1,549,870	TIME ALLOWED 440 calendar days	TIME STARTED 8-14-78	WORK STARTED 9-14-78
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 24	WORK COMPLETED 10	

REMARKS

CONDON-THIRTYMILE CREEK, N. UNIT
JOHN DAY HIGHWAY
Grading and Oiling

This project provided for the reconstruction of 3.39 miles of the John Day Highway.

Work Completed
The contractor began grading work at the north end of the project. No grade has yet been completed. The multi-plate at Station 2084 + 75 has been bolted together.

Work in Progress
The contractor was grading at the north end of project and constructing the multi-plate structure at Station 2074.

Comments
Construction staking indicates there will be some excess excavation in the cuts located in the vicinity of Stations 2140 & 2180. The amount of the excess has not yet been determined. Mr. Sawyer indicated several options will be investigated in an effort to reduce the excess material. Any excess actually generated will be used to flatten slopes, random fills, and other roadbed construction. The projected excess material resulted when the topography as encountered during construction varied from that as included in the design.

12/18
cy Keasey

STA HWY ENGR
C18 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Info

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

8782

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8782 for work on the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Dale Allen
J. S. Sawyer

August 10, 1978

Tom Jarl called Cec regarding Contract No. 8782 and 8784. One of their officers is out of town so the contracts will be delayed a couple of days. We should get them back the 14th or 15th.

Jarl Construction, Inc. ★ GENERAL CONTRACTING

AREA CODE 503 298-1312
AREA CODE 509 767-1133

POST OFFICE BOX 691
THE DALLES, OREGON 97058

August 14, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Re: North Unit, Condon-Thirtymile Section
Contract No. 8782
Tumble Creek-Rimrock Creek Section
Contract No. 8784

Gentlemen:

We transmit herewith two each fully executed copies of the Contracts and Performance Bonds for the above referenced projects.

Very truly yours,
JARL CONSTRUCTION, INC.

By, Jack Anderson, Project Mgr.

Enclosures (4)

RECEIVED
AUG 18 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8782

8

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
J. S. Sawyer
Don Trout
SAIF
Fran

August 2, 1978

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work on the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County for the sum of $1,549,870 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8782.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar day count on this contract will begin August 14, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8782

8

DEPARTMENT OF JUSTICE

Memorandum

DATE: July 28, 1978

TO: Ed Hunter
Technical Services Engineer

NOTED
E. S. HUNTER

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Bid proposal of Hatch Construction Company on north unit, Condon-thirty mile creek section project.

Copy LEG

I have reviewed the bid proposal by the Hatch Construction Company and read the special provisions that were published on that job and have the following to offer.

The division will have to follow the language of the special provisions that states "in case of conflict between a unit price and the corresponding extended amount, the unit price shall govern."

In the instant case, the unit price of $20 will have to be extended and show an extended amount of $14,400 which will increase the amount of the bid proposal by $12,960.

JLS:sjb

cc: Jerry Wimer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

JUL 28 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CC Mochring
Verstay
Keasey
Dale Allen
7-31-78

8772

Agenda Material

ORIGINAL
turn to Commission Services

HIGHWAY CORRIDOR
AND DESIGN
RESOLUTION No. 394B

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer, the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County should be approved. No hearing was required.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the Engineer's map of the North Unit, Condon-Thirtymile Creek Section of the John Day Highway beginning at Highway Engineer's Station 2034+10.34 near the south city limits of Condon and extending in a southerly direction to Highway Engineer's Station 2209+50, a distance of approximately 3.38 miles, which map for identification purposes bears Survey Approval Map File No. 1R-3-1464 and the date of January 1978 (Rev. April 1978), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

Adopted by Transportation Commission
Date May 30, 1978

May 30, 1978

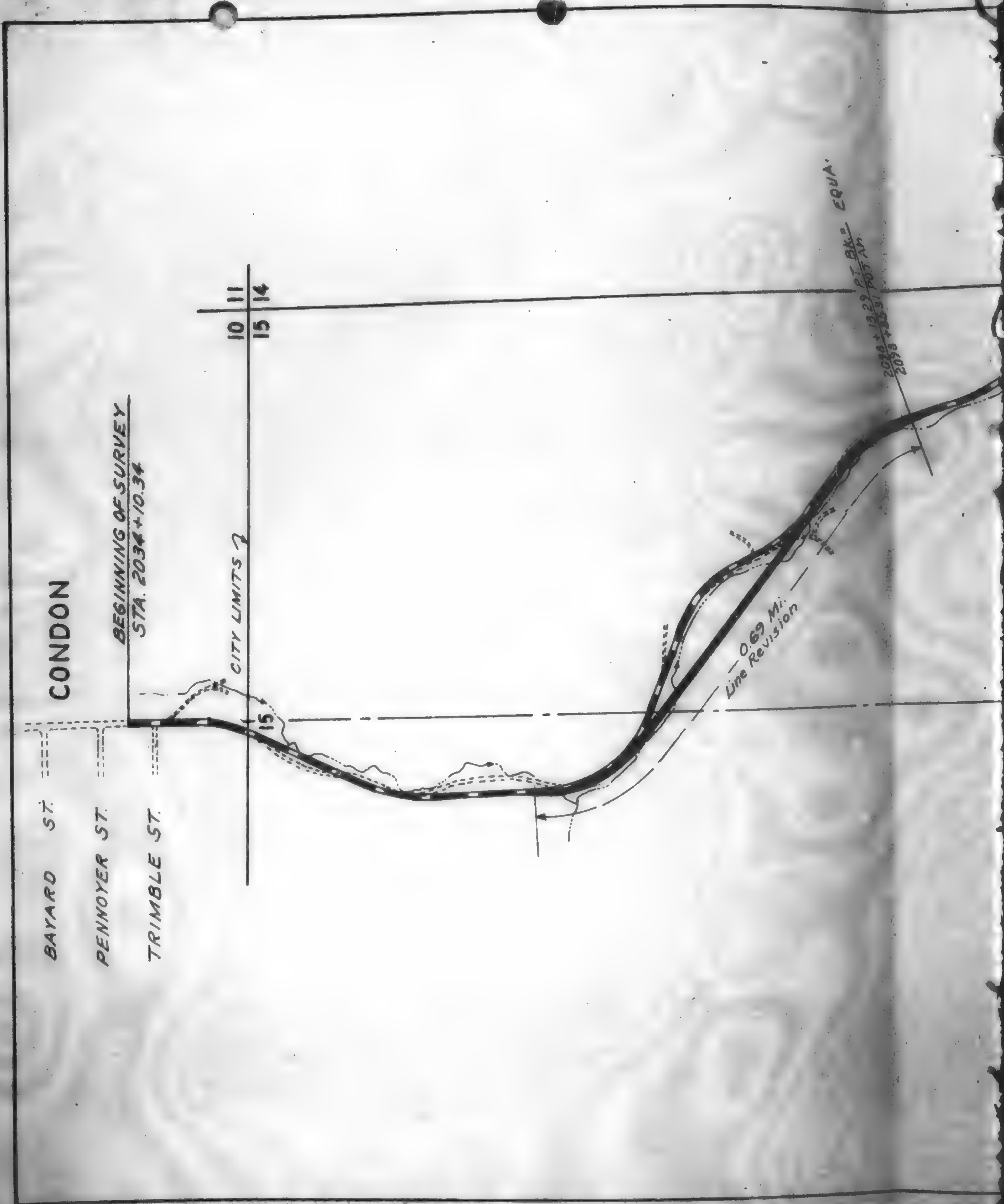
3. That this approval and adoption of said route location and highway design constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby.

4. That the North Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County heretofore described is hereby selected, designated and established as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095 commonly known as the "Throughway Law," and for reasons stated therein, it is hereby directed that the construction or future relocation of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law with limited access control.

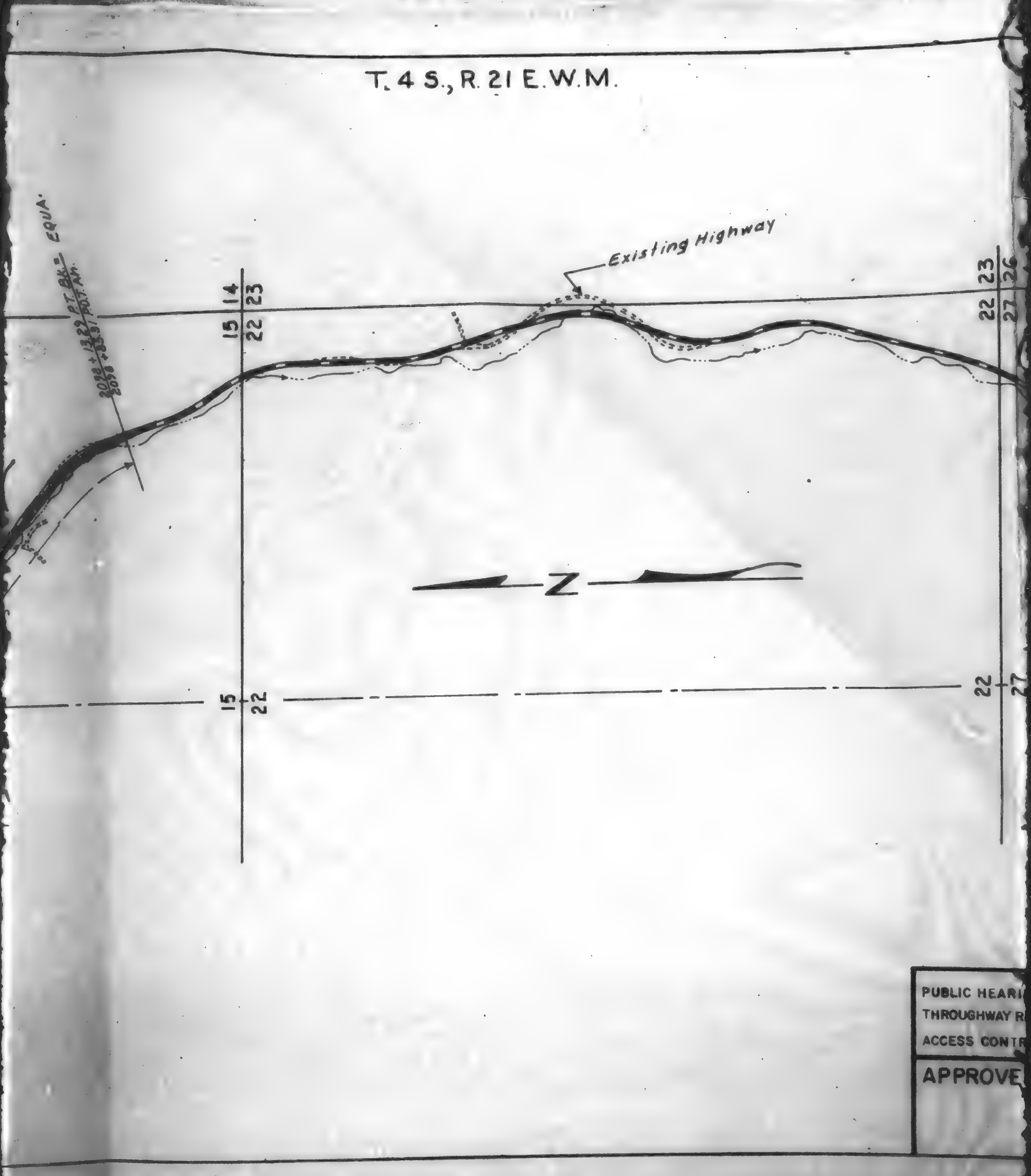
5. That this resolution supersedes "Highway Corridor and Design Resolution No. 394A" adopted by the Transportation Commission on February 22, 1978.

6. That this resolution be entered in the minutes and records of the Commission as of the 30th day of May, 1978, as "Highway Corridor and Design Resolution No. 394B."

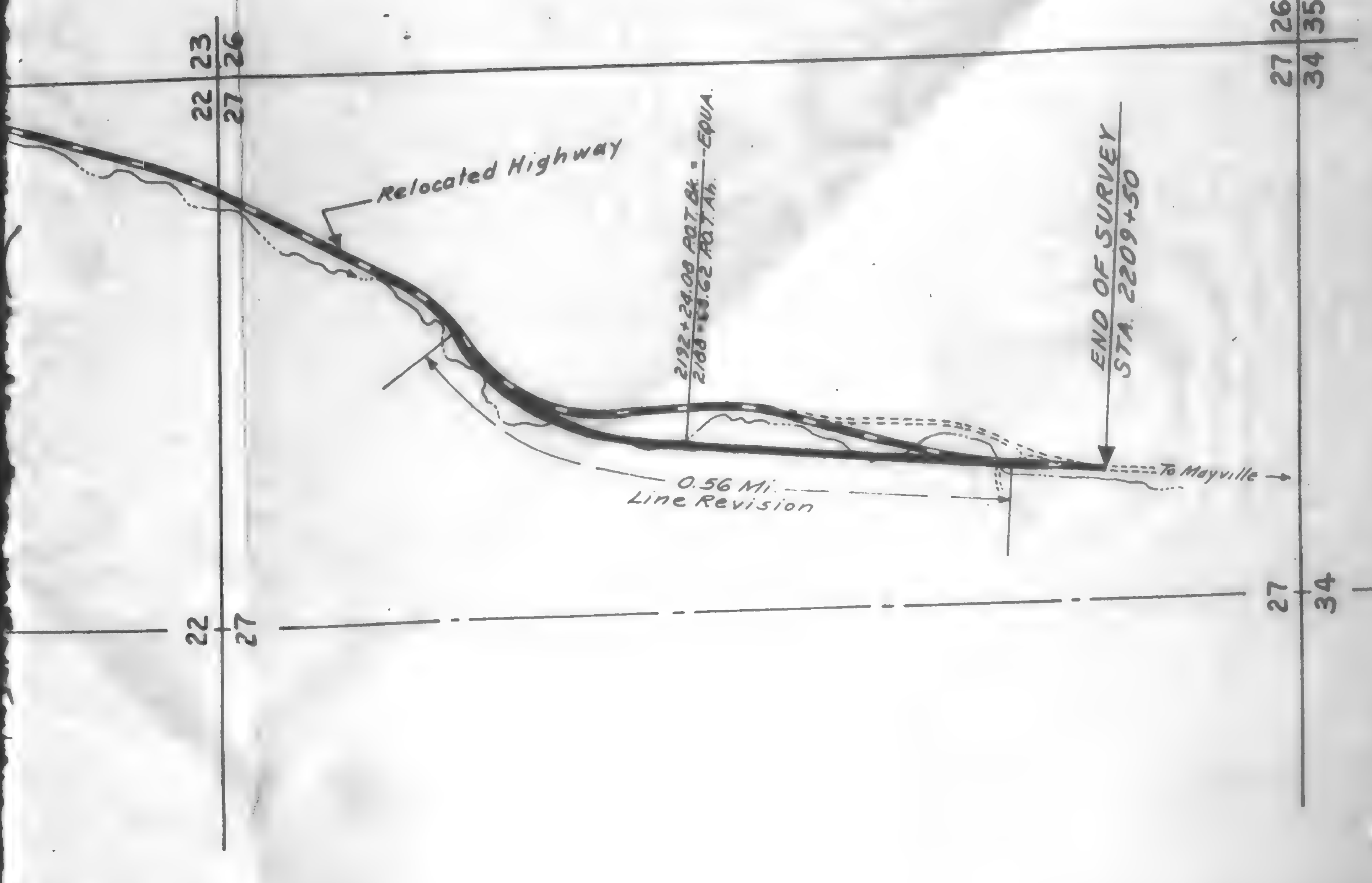
May 30, 1978



Orig. 3.39 Mi. Rev. 3.38 Mi.


T. 4 S., R. 21 E. W.M.
Existing Highway
2098+13.29 P.T. BK. = EQUA.
2098+53.31 P.O.T. AH.
15
14
23
22
22
23
26
22
27
N
15
22
22
27
PUBLIC HEARI
THROUGHWAY R
ACCESS CONTR
APPROVE

1R-3-1464



OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

N. UNIT, CONDON-30 Mi. CREEK SECT.

JOHN DAY HIGHWAY

GILLIAM COUNTY

Scale: 1" = 800'

Date: Jan., 1978 Rev. April, 1978

FOR DETAILS SEE DRG. NO. 9B-8-7

PUBLIC HEARING .... None Required

THROUGHWAY RESOLUTION .... Required

ACCESS CONTROL .... Limited

APPROVED: 1-31, 1978 & 5-2, 1978

E.S. Hunter

Manager, Office of Technical Services

Comm. Adopted 2-22-78
Rev. Adopted 5-30-78

8782

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-6(3)

STATE PROJECT NO. See below

COUNTY NAME Gilliam

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80311

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Dept. of Transportation
Salem, Oregon

DATE PS & E APPROVED 7-5-78	DATE AUTHORIZATION EFFECTIVE 7-5-78	FEDERAL ROUTE NUMBER Primary 6 STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

North Unit Condon-Thirtymile Creek Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent pavement striping (S.F.)	$2,000
Temp. erosion control (EW)	5,000
On-the-job training	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASI

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,000,624 Federal funds $1,715,935.

A signed copy of the Title Sheet is returned herewith.

7-14

NOTED
F. B. KLABOE

DATE 7-5-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8782 7 8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. (3)

STATE PROJECT NO. See below

COUNTY NAME Gilliam

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.

ITEM NO. 80311

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7/5/78

DATE AUTHORIZATION EFFECTIVE 7/5/78

FEDERAL ROUTE NUMBER Primary 6

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

North Unit Condon - Thirtymile Creek Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment
Columbia Basin Electric Coop.
TEC NTE $779. F. F. $668.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's Letter of 6/21/78 you are authorized to proceed with the actual adjustment of Columbia Basin Electric Coop's power pole relocation. Reimbursement on a lump sum basis is approved.

I approve the agreement with the Utility consisting of your verbal notice of conflict, the utility letter of 6/13/78 and the plans and estimate furnished by Mr. Swan's 6/21/78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan 7-14

DATE 7/5/78

SIGNATURE OF APPROVING OFFICIAL

NOTED
F. B. KLABOE

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8772

5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L. Rout

SECTION Condon-30mile Creek
______ Bid Letting ______ All Clear Deadline
Highway John Day
County Gilliam   Region 4
Type of Work G-P   Funds EA
State __ Consultant __   Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Recognized problems will be covered by permits
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☐	☒	☐	☐	☒
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9782

8

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

June 21, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Power Pole Relocation
Columbia Basin Electric Coop.
N. Unit, Condon-Thirtymile
  Creek Section
John Day Highway
Gilliam County
Project No. F-6(3)

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust Columbia Basin Electric Cooperative's facilities dated April 4, 1978, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to the Coop's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Coop was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of FPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Coop's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of FPM 30-4 and 30-4.1 is requested. Cost to the State will be $779.19.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
JUN 22 '78
REFER TO

FOR

Info	Invest	P/D	D/R	Sign	Act	File

DES:dbe
enc.
cc: ✓E. S. Hunter
  Jack M. Cartwright

9

8752 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-14-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-114(4)

STATE PROJECT NO.: see below

COUNTY NAME: Gilliam

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: RF-20

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	9-13-76	Primary 6 Primary 5

GENERAL LOCATION:
North Unit, Condon - Thirty Mile Creek Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Archeology Salvage
TEC $5,500 Federal Funds $4,700
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-7-78, I concur that the subject project was eligible for PS&E preparation as shown above.

NOTED
F. B. KLABOE

Swan
6-20

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-14-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

8782 5

Salem, Oregon
May 9, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Rod Nemcy

N. Unit, Condon - 30 Mi. Cr. Section
John Day Highway
Gilliam County

Attached is a revised listing of excess R/W and easements on the subject section which replaces the previous tabulations dated 1-24-78 and 4-5-78.

The listing indicates the areas of excess that relate to the present ownerships.

The revisions are required because of two line changes that were made recently at the request of citizens of the Condon area.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

N. Unit, Condon - 30 Mile Cr. Section
John Day Highway
Gilliam County

Rev. 5-9-78

EXCESS RIGHT OF WAY

New File - 49967 (Cancelled) Name - L. Dyer, Inc.
Old File - 46658 Name - " " "

Excess R/W = 0.10 A.±

New File - 49970 (Cancelled) Name - City of Condon
Old File - 46659 Name - " " "

Excess R/W = 0.07 A.±

New File - 49968 Name - R. Potter and Sons
Old File - 46660 Name - " " " "

Excess R/W = 3.89 A.±
Excess Perm. Ease. = 0.16 A.±
Excess Temp. Ease. = 0.08 A.±
Retain Ease. in Fee = 0.10 A.±

New File - 49969 (Cancelled) Name - Pryor Farms, Inc. (C.P.
Old File - 46661 Name - E. and S. Pryor (C.P.)

Excess R/W = 0.14 A.±

New File - 49971 Name - J. Shannon
Old File - 46662 Name - " "

Excess R/W = 2.32 A.±
Excess Perm. Ease. = 1.04 A.±
Retain Ease. in Fee = 0.06 A.±

New File - 50149 Name - W. Shannon (J. Shannon, C.P.)
Old File - 46663 Name - " "

Excess R/W = 6.60 A.±
Excess Perm. Ease. = 0.55 A.±
Retain Ease. in Fee = 0.35 A.±

New File - 49972 Name - A. Shaffer
Old File - 46664 Name - " "

Excess R/W = 11.15 A.±
Excess Perm. Ease. = 0.29 A.±
Retain Ease. in Fee = 0.27 A.±

New File - 49973 Name - H. Meyers
Old File - 46665 Name - " "

Excess R/W = 2.27 A.±
Excess Perm Ease. = 0.37 A.±
Retain Ease. in Fee = 0.25 A.±

8782

9

DATE: May 3, 1978

TO: Oregon Transportation Commission

FROM:
F. B. Coulter
State Highway Engineer

SUBJECT: Survey Approval

A major line change is recommended on the following survey:

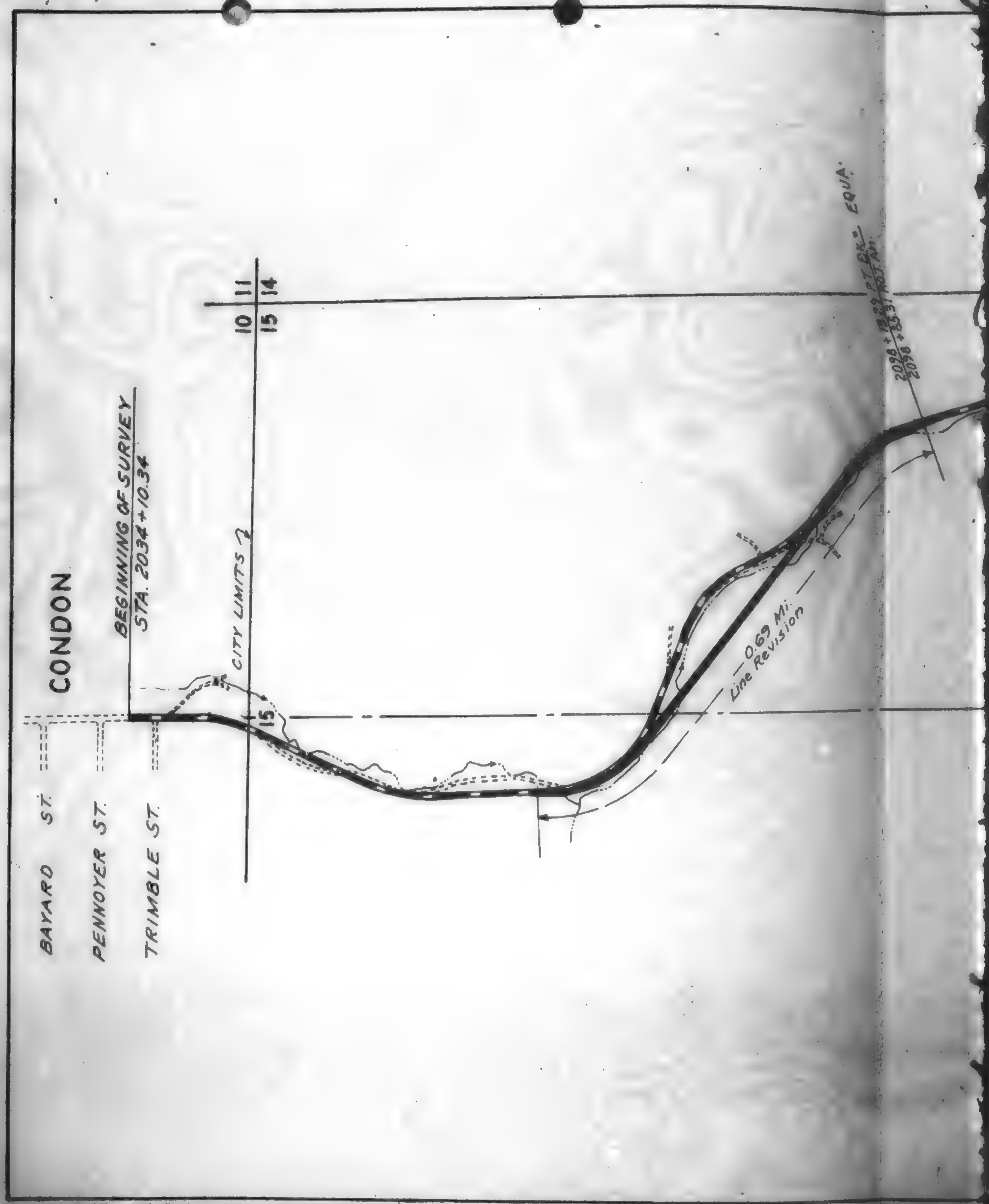
H. Unit, Condon-30 Mile Creek Section
John Day Highway, Gilliam County

Since your last approval of this completed survey on February 22, 1978, two line changes proposed by concerned citizens from the Condon area have been made. I recommend these two revisions over a length of 1.25 miles and their departure from the previously approved line.

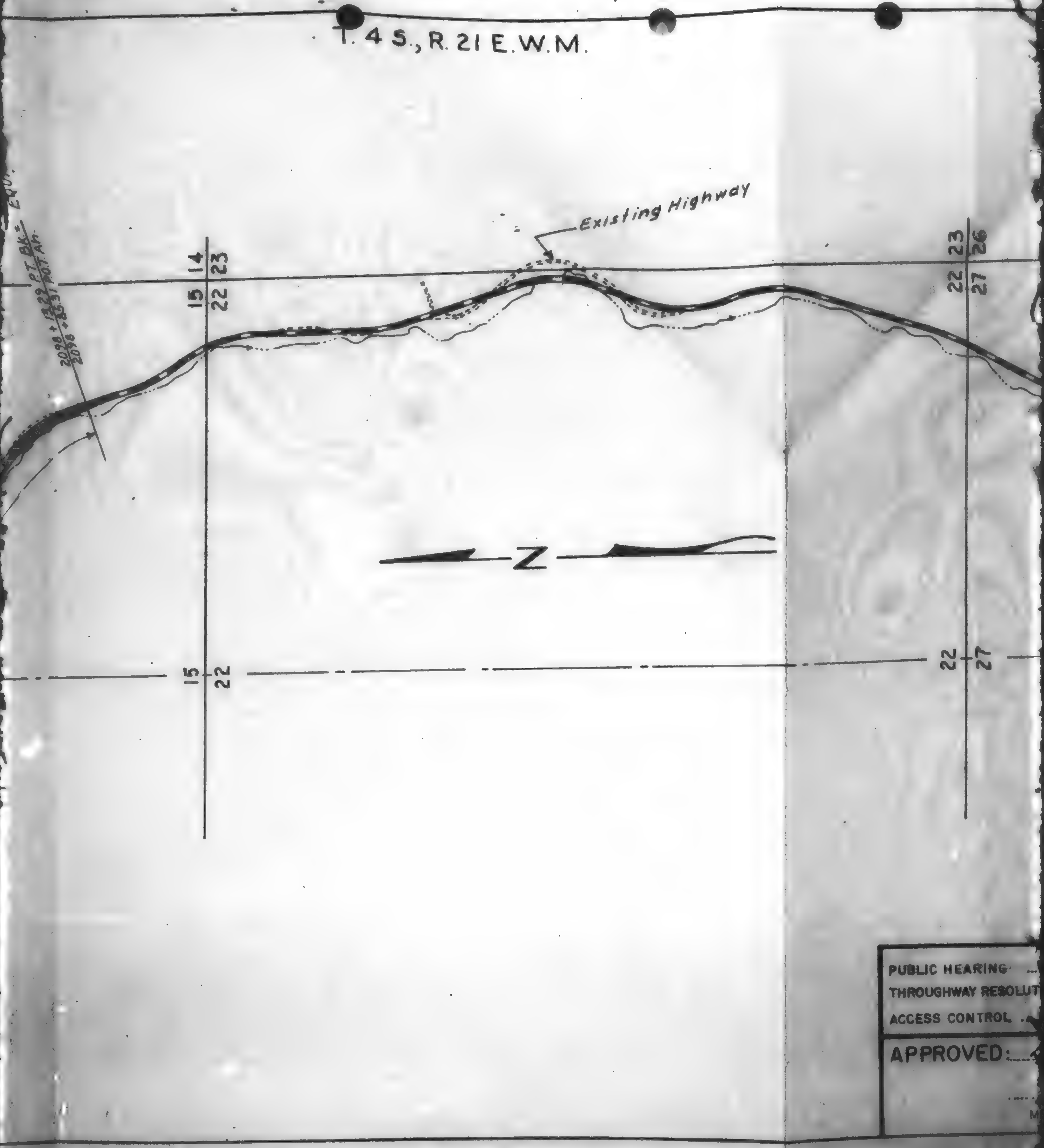
Your approval of the attached survey approval map will set the record clear as to the official location of these facilities. This matter will be on the Consent Calendar for your consideration at the May 30 meeting.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. H. Versteeg
Dale D. Allen
George Bell



Orig. 3.39 Mi. Rev. 3.38 Mi.



PUBLIC HEARING

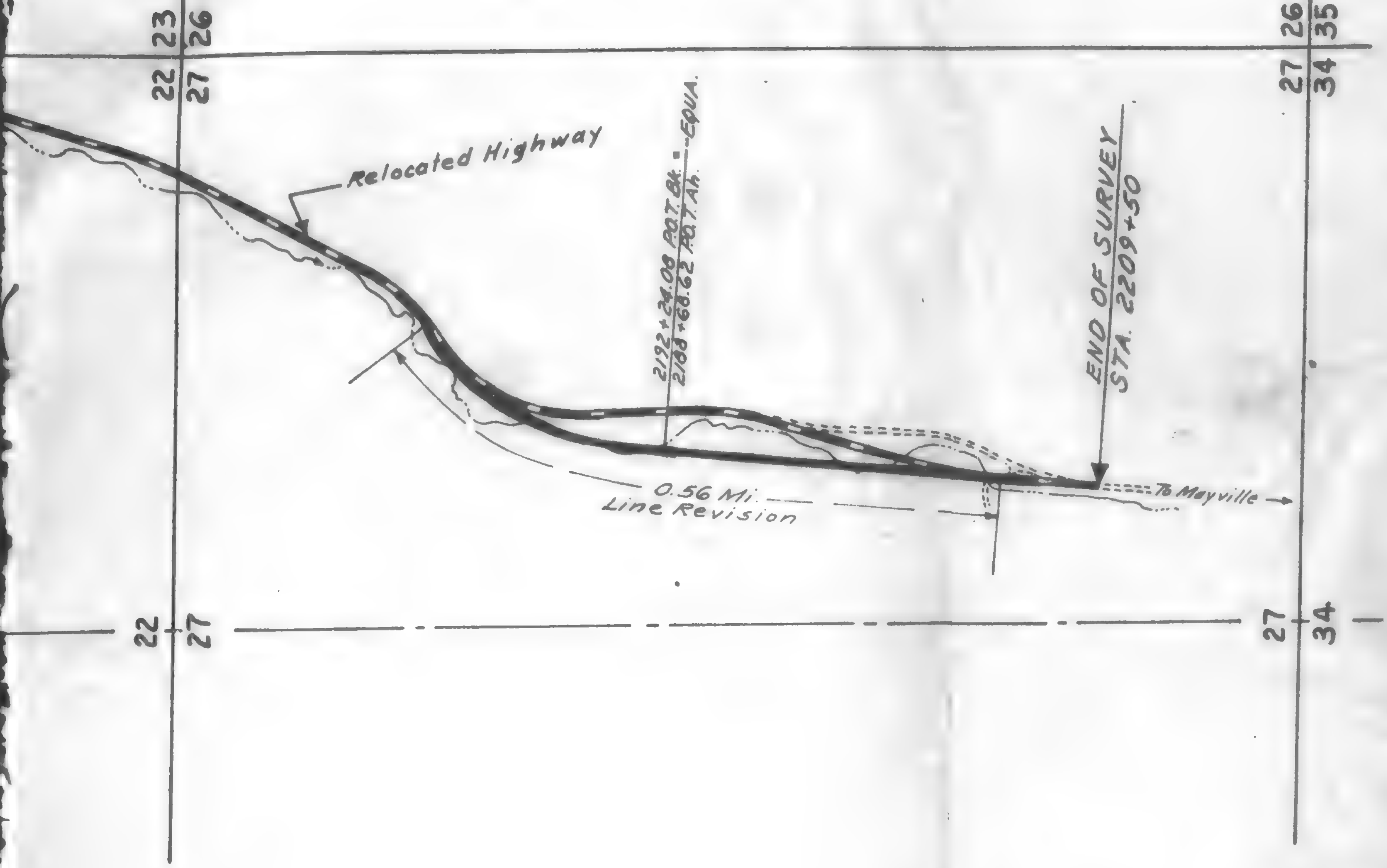
THROUGHWAY RESOLUT

ACCESS CONTROL

APPROVED:

M

1R-3-1464



OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

N. UNIT, CONDON-30 Mi. CREEK SECT.

JOHN DAY HIGHWAY

GILLIAM COUNTY

Scale: 1" = 800'

Date: Jan., 1978 Rev. April, 1978

FOR DETAILS SEE DRG. NO. 98-8-7

PUBLIC HEARING .... None Required

THROUGHWAY RESOLUTION .... Required

ACCESS CONTROL .... Limited

APPROVED: 1-31, 1978 & 5-2, 1978

E.S. Hunter

Manager, Office of Technical Services

Comm. Adopted 2-22-78
Rev. Adopted

8782

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 1, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N. Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

TO: MEMO TO THE FILES

We have been advised that the decision has been made to construct the six block segment into the City of Condon in conjunction with the Cayuse Canyon Road-Condon Section programmed for fiscal year 1981.

The work proposed for the six block section is not compatible with the remainder of the work proposed for the subject section nor is it presently programmed for it.

DOC:ab
cc: Dale Allan
D. H. Moehring
W. E. Cole

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 0 3 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8782

5

Salem, Oregon
April 25, 1978

J. N. Versteeg
Head of Engineering

David Moehring
Project Management Manager
BUILDING

N. Unit, Condon-30 Mile Cr. Section
John Day Highway
Gilliam County

Attached is Survey Approval Map No. 1R-3-1464, bearing a revised date of April 1978, which indicates 2 line revisions that were made recently.

The prior line was adopted by the Transportation Commission at the February 22, 1978 meeting as "Highway Corridor and Design Resolution No. 394 A". Since that time the two line changes were proposed by concerned citizens from the Condon area and found to be appropriate.

Since the length of the two revisions total 1.25 Mi. and are an obvious departure from the approved line, it was felt that a modification of the survey should be presented for adoption.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8782

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 13, 1978

TO: Memo to the File

F B Klaboe

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Condon Delegation

I met with Judge Barnett of Gilliam County, Mayor Hassing of Condon, and three other gentlemen from the area today. We have a project called the North Unit Condon-Thirtymile Section coming up for contract soon. They want to extend the job about six blocks northerly through the main part of town. The extension would consist of digging out the pavement and replacing sidewalks, curbs, gutters, drains, and a new roadbed at a cost of about $150,000 (if the merchants pay for the new sidewalks).

The North Unit job we are going to let is a grading and oiling job--no A.C. at all. The job in town would have to be A.C.

Although they have an occasional drainage problem because of minimum curb exposure, the existing surface in town is good.

I advised them that I would not recommend this extension because we (1) don't have the $150,000 without cutting it from some other job; (2) the A.C. work is not compatible with the job we are going to contract; and (3) even though there is a drainage problem, I couldn't recommend tearing up good pavement when we have so many, many miles all over the state that are in much worse shape but can't be fixed because of shortage of funds.

I did advise them that we have another job just north of Condon coming up in 1981 if both tax measures pass and that I would look at adding the city section to that job.

FBK:srb

cc: The Honorable Leo Barnett
The Honorable Tom Hassing
The Honorable Jack Sumner
The Honorable Kenneth Jernstedt
Oregon Transportation Commission

cy Meeting 4-18-78

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 11-1995

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
April 6, 1978

FROM: Dale Allen
Regional Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Unit Condon-Thirtymile
Project Extension
City of Condon

On April 5, 1978, Larry Asburry, Josh Sawyer, and myself met with Tom Hassing, mayor of Condon, and Mr. Humphry, City Supt., to discuss their request to extend the above project.

I pointed out to the Mayor that when this request was received, approximately two weeks ago, I had requested a preliminary survey and cost estimate.

At that time, I felt that if the work merely involved extending one lift of AC through the three city blocks we should request the project extension. The survey, however, indicated several problems. The City's major concern was improving the drainage and replacing the curbs and sidewalks. This work would require excavating out the existing street 18-24 inches, placing base, curbs, modifying drainage, sidewalk repair, and paving. Also, the highway contract is designed for an oil mat and not A.C. Use of an oil mat in a curbed city street section could be done but is not desirable. The other factor is that the existing street surfacing is in pretty good condition.

Because of these reasons, it was my recommendation that we not try to extend the project beyond the post office (Spring Street). They seemed satisfied that the project was more involved than they had anticipated, but still want the job done if at all possible. They indicated that if we corrected the street (lower the grade) and placed the new curbs, they would request the merchants to replace the sidewalk.

If we do decide to extend the project, we will have to excavate the entire street, curb to curb, to solve the problem.

I advised that that they would receive a reply in the next week to ten days and the final decision on their request would be made by your office.

DA:mr

cc: H. S. Coulter
F. B. Klaboe
J. S. Sawyer

RECEIVED
DOT OPERATIONS
APR 07 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8782 3-23-78 5

NARRATIVE REPORT

Condon-Thirtymile Creek Section of John Day Highway
North Unit, Station 2010 + 00 to 2021 + 74.65

The enclosed material represents an additional amount of work to be performed and included with the above captioned project. Instead of starting the project at Station 2021 + 74.65, as presently suggested, I propose that the project start at 2010 + 00.

The work will consist basically of an 0 - 11 overlay between curbed city streets. This calls for removal of the present oil mat and excavation to a depth of approximately 2 feet at the centerline of the street and 4 inches at the gutter. Replacement of existing sidewalks and curbs is also recommended.

I recommend that the whole job be done in Asphaltic Concrete Pavement, particularly within the City of Condon. This should be done in two 1½" lifts.

All utilities as shown are approximate in placement. The Utility Engineer should check with the City of Condon concerning underground wiring for the Street lamps.

The rough figures enclosed reflects the complete replacement of sidewalks and curbs from Spring Street north to Station 2010 + 00. The previous estimate for work south of Spring Street to the City limits did not reflect replacement of sidewalks. I think it pertinent to add it to the project at this time due to the poor condition of the sidewalks in this area.

The wast material from sidewalks, curbs, and street oil materials can be used as fill just south of the Condon High School football field. This is within the project limits and no haul will be involved.

J Sawyer
3/23/78

1 Vonberg
2 Christensen DC
George
Olson
Turpin
Sullivan copy
Scott
Savage

RECEIVED
MAR 27 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Beard 2 Dorn
Cole 1 Sample
Eriksen Watson
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 9, 1978

Richard Dorn

FROM: Richard Dorn
Standards Supervisor

TO: MEMO TO THE FILES

SUBJECT: Earthwork for N. Unit
Condon-Thirty mile Creek
John Day Highway
Gilliam County

A discussion was held both by phone and in person with persons concerning the earthwork for the job. In particular, attention was directed toward what shrink or swell factor should be used on the excavation. On the computations to date (by computor print out) a factor swelling the embankment quantities by 10% was being used. This is equivalent to shrinking the excavation.

In a phone conversation with Resident Engineer Josh Sawyer he indicated he thinks most of the excavation is solid rock and should have an overall swell factor of approximately 16%. He said in his opinion some of the rock in the cuts would be satisfactory for crushing as surfacing aggregate and the contractor could be allowed to use any excess for this purpose if he so desires. The way he would prefer handling the earthwork would be for the excavation quantity to be the pay item. There would be no pay item for haul. He would like the area just south of the end of this job which was used as a quarry on the S. Unit, Condon-Thirtymile Creek section be made available for disposal of excess material if it becomes necessary to waste any. Also, in case any additional material would be needed for embankment it could be borrowed from this same area.

Wayne Reed was then contacted and he said he had received a recommendation from Fred Yarbrough to use a 20% shrinkage. After considering the amount of rock present in the cuts Wayne decided to use a 10% shrinkage factor.

The question of what factor to use was then directed at Fred Yarbrough and he could not recall giving out the 20% shrinkage factor involved. He said he would now be inclined to use a swell factor and the 16% recommendation from Sawyer he felt would have a sound basis from experience and should be used.

Discussion was then held with George Wills and all of the information acquired as previously mentioned was given to him. After going over everything the following listed points were settled upon:

1 Versteeg
2 Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
MAR 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

1. Use a swell factor of 16% applied to the excavation.
2. In the fallout areas use a distance of 10 feet from the edge of the shoulder to the edge of the subgrade (26 feet from centerline).
3. Use the quarry that was used on the South Unit as a material source and allow the contractor to either waste the approximately 12,000 cu. yds. of excess excavated material in this area or to use it for crushing into surfacing aggregate. Particular care will have to be used in writing specifications to cover this.

RD:ab
cc: George Wills
Fred Yarbrough
Josh Sawyer
Jack Sullivan
Dale D. Allen

8782

9

DATE: February 2, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Martin Creek-Comstock Section
Pacific Hwy., Lane & Douglas Counties
(Note: A portion of the Goshen-Divide Hwy. and its connections to the Pacific Hwy. are being relocated.)

N. Unit, Condon-30 Mile Creek Section
John Day Hwy., Gilliam County
(Note: This survey supersedes the northerly part of the former Condon-30 Mile Creek survey approved by the Commission May 4, 1971 as Resolution No. 394.)

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your February 22 meeting.

Att.

BLG:ljt ia

bc R. A. Burco
C. W. Head
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Alfred Shirley, Jr.
Region 4
George Bell

8782 5

Salem, Oregon
January 31, 1978

J. H. Versteeg
Head of Engineering

David Moehring
Project Mangement Manager
BUILDING

N. Unit, Condon-30 Mil Cr. Section
John Day Highway
Gilliam County

Herewith, for further processing, is Survey Approval Map No. 1R-3-1464 covering the subject section.

Please note that this survey supersedes the Northerly part of the former Condon - 30 Mile Creek survey that was approved by the Commission May 4, 1971 as Resolution #394. The South Unit of the Condon - 30 Mile Creek Section has been constructed.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8782

Salem, Oregon
January 24, 1978

J. H. Versteeg
Head of Engineering

N. Unit, Condon-30 Mi. Cr. Sect.
John Day Highway
Gilliam County

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Rod Henry

Attached is a listing of excess R/W on the subject section that was obtained for a project that has been superseded by a downscoped project.

The listing indicates the areas of excess that relate to the present ownerships.

Referring to your January 10, 1978 letter, we do not object to your proposal to trade this excess to the owners, but do believe that the conveyance should be delayed until the contract is far enough along to determine the actual excess areas. The downscoped project has not been field staked which, when done, may require revised R/W lines which could encroach on the presently designated excess areas.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8782

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 10, 1978

Rod Henry

FROM: ROD HENRY, Assistant
Right of Way Manager

SUBJECT: Condon-30 Mile Creek Section
John Day Highway

TO: HAL VERSTEEG
Head of Engineering

In 1971 we acquired right of way for a proposed improvement of this section. The project has now been downscoped and it appears we will have a substantial amount of excess right of way.

Since we have to buy additional right of way from some of the same owners it would appear to be in the best interest of the State and the owners to trade back some of the original right of way. Please let us know if you have any objection to this proposal.

RJH:jk
cc: Carl Williams
Harold Brainerd

1 Versteeg ✓
2 Christensen
George
Olsen
Terpin
Sullivan
3 Scott S
Savage

RECEIVED
JAN 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard ✓ Dorn
1 Cole Sample
Eriksen Watson
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

See attached reply.
S.

N. Unit, Condon - 30 Mile Cr. Sect.
John Day Highway
Gilliam County

1-24-78

EXCESS RIGHT OF WAY

New File - 49967 Name - L. Dyer, Inc.
Old File - 46658 Name - " " "

Excess R/W = 0.05 A. ±

New File - 49970 Name - City of Condon
Old File - 46659 Name - " " "

Excess R/W = 0.07 A. ±

New File - 49968 Name - R. Potter and Sons
Old File - 46660 Name - " " " "

Excess R/W = 3.60 A. ±
Excess Perm. Ease. = 0.16 A. ±
Excess Temp. Ease. = 0.08 A. ±
Retain Ease. in Fee = 0.10 A. ±

New File - 49969 Name - Pryor Farms, Inc. (C.P.)
Old File - 46661 Name - E. and S. Pryor (C.P.)

Excess R/W = 120 Sq. ft. ±

New File - 49971 Name - J. Shannon
Old File - 46662 Name - " "
Old File - 46663 Name - W. Shannon

Excess R/W = 12.80 A. ±
Excess Perm. Ease. = 1.59 A. ±
Retain Ease. in Fee = 0.35 A. ±

New File - 49972 Name - A. Shaffer
Old File - 46664 Name - " "

Excess R/W = 16.45 A. ±
Excess Perm. Ease. = 0.81 A. ±
Retain Ease. in Fee = 0.84 A. ±

New File - 49973 Name - H. Meyers
Old File - 46665 Name - " "

Excess R/W = 2.30 A. ±
Excess Perm. Ease. = 0.37 A. ±
Retain Ease. in Fee = 0.23 A. ±

8782 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID RF-114(4) ST PROJECT NO. See Below
	ITEM NO. RF-20	COUNTY NAME Gilliam PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-23-77	FEDERAL ROUTE NUMBER Primary 6 STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

"North Unit Condon-Thirtymile Creek Section"

GENERAL DESCRIPTION OF WORK:

Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Archeology Study

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-9-77 letter this will confirm the verbal authorization of Mr. Kappus to proceed with archeology studies for the subject project TEC NTE $440. - F.F. $344.

A signed copy of authorization is attached

NOTED
F. B. KLABOE

DATE 1-4-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8782 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 1-3-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
-6(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Gilliam

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80106

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
1-3-78

FEDERAL ROUTE NUMBER
Primary 6

STATE ROUTE NUMBER
Primary 5

GENERAL LOCATION:
"North Unit Condon - Thirtymile Creek Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-27-77 letter you are authorized to proceed with the actual acquisition of right of way as outlined on right of way map 9B-8-7. TEC NTE $29,700 - F.F. $25,480.

Federal participation is limited to that right of way actually incorporated in the final location

DATE
1-3-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hassmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8782 5

Salem, Oregon
November 10, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

N. Unit, Condon-30 Mile Sect.
John Day Highway
Gilliam County

Attached are 7 Files (13 Parcels) and an authorization covering Right of Way for the subject project, which is scheduled for May 25, 1978.

Prints of Right of Way map 9B-8-7 will be delivered to your office soon.

As you know, this project has been changed to a new alignment approximating the existing highway. Right of Way previously purchased for a different line will be available for transfer to abutting owners.

By:

Floyd O. Scott
R/W Desc. Engineer

Attach.

5

8782

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 25, 1977

Duane O. Christensen
Final Design Engineer

Bob Poole
Region 4 Maintenance Engineer

N. Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County
11-1995

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 26 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Forwarded are base plan and profile sheets, right of way maps, aerial photos, field notes and other data pertinent to the subject project. The project is presently scheduled for the second quarter of calendar year 1978. The revised alignment, as briefly reviewed by you earlier, is essentially the same. However, an adjustment in the south terminus, has been made to utilize the existing stream crossing and reduce otherwise extensive channel change work. This modification necessitated the restoration of one large structural plate arch-type pipe previously deleted.

Completion of preliminary plans is planned for next week. However, development of the data based design premises has given rise to some concern that project quantities, particularly the grading figures, may be susceptible to substantial error. To insure against such an eventuality after contracting, it is requested that physical field data be obtained adequate to confirm or effect correction of the present design basis.

Records indicate that the original "L" line was staked on the ground in the 1960's and re-established with pre-marking by the Photogrammetry Unit in 1971. Transit notes were provided Bill Tison, Resident Engineer on the south unit. Alignment data now being forwarded contains both the original alignment ("L" or "G"), the revised offset alignment ("L4" or "A") and a relation list between the two lines. The latter should facilitate establishing the new construction centerline.

Specific field information requested to conclude preparation of contract plans is:

1. A profile of the proposed new alignment;
2. Cross-sections of the existing roadway where maintenance has done widening work in the past 10-15 years, cut or fill;
3. Cross-section checks in the areas of new proposed heavy grading; and,
4. A vicinity map for the proposed 13'-3"x9'-4" structural plate arch-type pipe at approximate Sta. 2203±.

A reassessment of the environmental impact statement and an investigation of cultural resource involvement have been initiated. Major work yet to be performed by this office is completion of the drainage plans.

DOC/WWR:az
Enclosures
cc: Frank Terpin
Bill Cole
Floyd Scott
J. S. Sawyer

8782 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

October 18, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Authority for Survey
N Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

TO: E. S. Hunter
Technical Services Engineer

The $12,000 for the field will cover staking the centerline for the new projection, cross sectioning some areas where Maintenance has done excavation and embankment widening. There are also some critical areas to set right of way and check needs for channel changes. Miscellaneous work will be required such as checking condition of existing culverts and flagging the new right of way line for right of way liaison work.

Approximately 10 days for a 5-6-man crew will be required to stake centerline. This project is about 3½ miles long with most of the alignment on curvature, which accounts for the unusually long time to stake. Centerline levels will require 2 crew days and cross sections will require about 4 days and miscellaneous will require about 4 crew days. Total crew days of about 20 at $500 is $10,000. A contingency of $2,000 is added for a total of $12,000 for Function 901.

Recent design work has cost $14,000 and an additional $6,000 has been requested to bring the 905 Function to $20,000.

Other functions listed vary from $1,000 to $2,000 and total $10,000. These likely will average out but most of these functions will show larger or smaller figures in the final accounting.

NOTED
E. S. HUNTER

Attachment

GCW:mc

RECEIVED
TECHNICAL SERVICES

OCT 19 '77

REFER TO

FOR

Info	Inves	R/D	L/R	ign	Act	File

8782 5

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 30, 1977

Duane O. Christensen
Final Design Engineer

Bob Poole
Region 4 Maintenance Engineer

North Unit, Condon-
Thirtymile Creek Section
John Day Highway
Gilliam County
Prefix 11-1995

Downscoping of the subject project has resulted in relocation of the proposed construction centerline on or closely adjacent to the existing roadway throughout most of the job. Available field data on the existing drainage facilities is somewhat sketchy, particularly as to their condition and servicability. The original location anticipated the abandonment or removal of most of the present facilities.

It is requested that an up-date of the original fifteen year old data be made with particular attention to current condition and projected servicability. Also, the existing stockpass at approximate mile point 2.4 should be detailed for extensions.

WWR:az
cc: Larry Asburry
Wayne Reed

✓ Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
OCT 0 3 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8782.

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 9, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N. Unit, Condon-30Mile Creek
John Day Highway
Gilliam County

TO: MEMO TO THE FILES

RECEIVED
DOT OPERATIONS
AUG 12 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The alignment and standards for the subject project have been downscoped from the field location as requested. A review of the proposed downscoped project was made on August 1, 1977, with W. E. Cole and W. W. Reed.

This project entails grading, paving and alignment improvement for 3.41 miles. The ADT on this section is 440 with a 10 year 15% projection of 510.

The typical section will provide for two 12 foot trafel lanes and 4 foot shoulders with 4:1 rock slopes except at guardrail locations where rock slopes will be 3:1. Fifteen feet will be provided from edge of travel lane to cut slopes in fallout areas.

Horizontal alignment generally follows the existing alignment with the sharpest curvature being a 10° and 9° curve at Condon. The sharpest curvature on the remainder of the route are 8° curves. This provides for considerable improvement over the existing alignment and stays clear of the stream.

Stream crossings have been reduced from eleven to one. Channel changes have been reduced from 13 with a total length of 6,100 feet to 6 with a total overall length of 1,650.

This proposal has been reviewed with George Wills of the Location Unit and Mr. Dave Carter, F.H.W.A. Area Engineer. Both have indicated a general approval of the downscoped concept and layout. Based on the above standards and review of the project it is recommended that the alignment be finalized, right-of-way needs determined, and final plans developed.

It is estimated that the cost of the downscoped project will be approximately $1,000,000+ less than the field location project. This is a savings of approximately 40 to 45%.

RECEIVED
TECHNICAL SERVICES
AUG 11 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DOC:az
cc: E. S. Hunter
F. E. Terpin

Fred
This is the type
thing a good downscope
produces.
Ed.

cc: Bob Burns (Info) F

NOTED
F. B. KLABOE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 11, 1977

Wayne Reed

FROM: W. W. Reed
Senior Designer

SUBJECT: Field Review
North Unit, Condon-Thirtymile Creek

TO: D. O. Christensen
Final Design Engineer

A field review was conducted April 28 and 29 of the subject project in the company of Frank Terpin, Location Engineer, and F. W. Yarbrough, Soils Engineer. Others attending the review in Condon were R. C. Pool, Regional Maintenance Engineer, R. S. Hawkins, District Engineer, and L. R. Asburry, Resident Engineer. Purpose of the on-site project review was for familiarization with problems arising in the presently proposed improvement and consideration of a possible general downscoping of the overall project.

The current location was developed as part of the constructed south unit. Last minute revision of cut slope designs on the latter unit resulted in a material shortage of 30,000 cubic yards on the north unit. Recommendation from the Hydraulics Unit requires the use of Class 2000 and Class 700 riprap for embankment protection in the numerous channel areas. Project availability of any significant quantity of even the smaller size appears unlikely. Outcroppings and exposed cuts in the recently constructed south unit indicate the canyon rock formation to be primarily a diced basalt. Mr. Yarbrough has indicated this material would be well suited for both grid-rolled base and crushed surfacing aggregate. However, evidence of scour and riprap displacement in the recently constructed channel changes indicates the material to be inadequate as slope protection for the available stream flows (See attached photos). Mr. Asburry advises that material available in the nearby quarry is of the same character.

Due to the scarcity of water in this area right-of-way obligations on the project normally require placement of our right-of-way fence in locations that will allow as full an access to the stream from adjacent range land as possible. Because of the narrowness of the canyon and the close proximity of the natural streambed as well as the numerous channel changes, fencing on the last two projects has generally resulted in being located immediately behind the guardrail. Mr. Hawkins contends that this has made maintenance accessibility, particularly for guardrail repair, extremely inconvenient. Additionally the dual appearance of the two installations is not viewed as being very attractive. His suggested remedy to this problem on the pending project would be construction of a 3' or 4' wide riprap or embankment bench above high water where required fencing could be located.

In view of the aforementioned problems and the strong feelings of the region office that the project should be sharply downscoped, the following recommendations are offered. Both horizontal and vertical alignments should be extensively revised towards better utilization of the existing roadway, reduction of the present 10 stream crossings with the accompanying channel changes and slope protection and utilization of roadway excavation for surfacing. It is further suggested that where embankment protection is critical, gabions filled with selected roadway excavation may be used in lieu of scarce large riprap or concrete structures.

Right-of-way for the present located line was acquired in late 1971. A number of long narrow parcels lying between the newly acquired right-of-way and the old existing right-of-way were excluded from the takings. Any serious effort to move the alignment back towards the existing roadway will unavoidably necessitate renegotiations for most of these parcels. A maximum of eight individual owners, including the City of Condon, could be involved in a completely revised alignment. However, most of the renegotiations should entail little more than trade-offs using portions of the already acquired right-of-way.

Optimum savings on downscoping the project are heavily reliant on the level of design considered appropriate to the facility. The 1975 ADT was 580 at the Condon south city limits and 400 at Thirtymile Creek Bridge. With a 15% projected increase the project still remains well within the limits of a Class D facility.

Design criteria for this class of facility in rolling terrain are; 24' wide traveled way and 4' wide shoulders, currently approved, and maximum curvature of 7 degrees, maximum gradient of 6% with a stopping distance of 415'. The presently proposed project, excepting a 7-1/2 degree curve at the Condon city limits, has a maximum curvature of 4 degrees and a maximum gradient of 3.75%. It appears more appropriate, however, in view of the canyon environment, that the terrain be considered mountainous. In that case maximum permissible curvature is 10 degrees with a stopping sight distance of 315'. This was the design criteria proposed in the original location prospectus of 1961.

Initial action recommended on the subject project is the projection of a tentative new line and grade following as closely as practical to the existing roadway. Such an alignment should minimize conflict with the adjacent stream and facilitate traffic handling during construction. From this basis an evaluation of the revision feasibility and a rough estimate of cost should be obtainable. This first action should aim at a reasonable employment of minimum permissible standards to maximize potential savings. It is estimated that the foregoing can be accomplished in five work days.

WWR:jh
cc: Frank Terpin
Carl Williams
F. W. Yarbrough
R. C. Pool

R. S. Hawkins
Bill Cole
L. R. Asburry

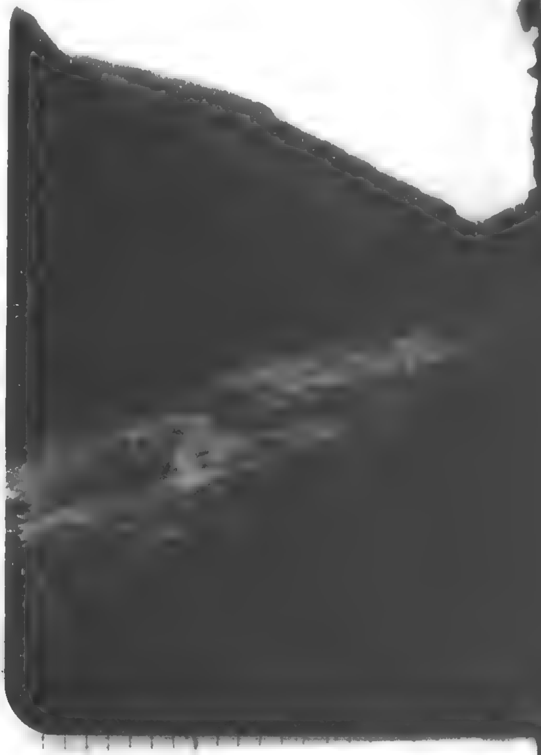
1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout
RECEIVED
MAY 11 1977
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

ET

LCT

STA 2279+76
20'-0" x 10'-7" STR PL ARCH

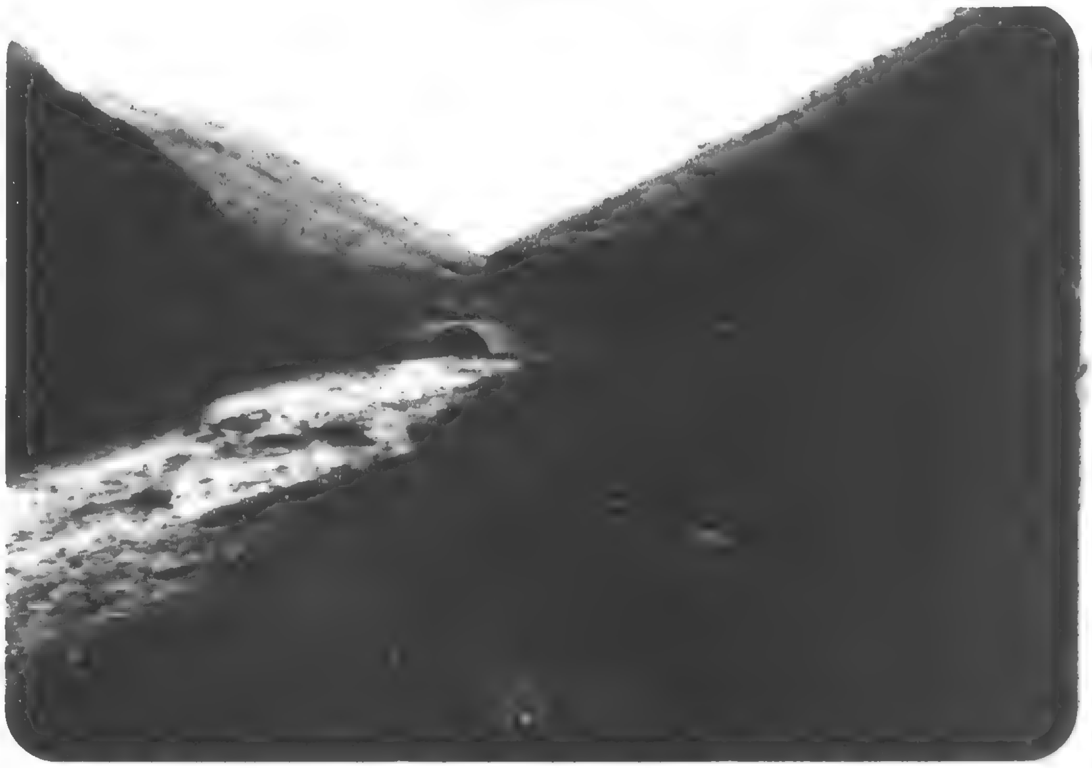
OUT



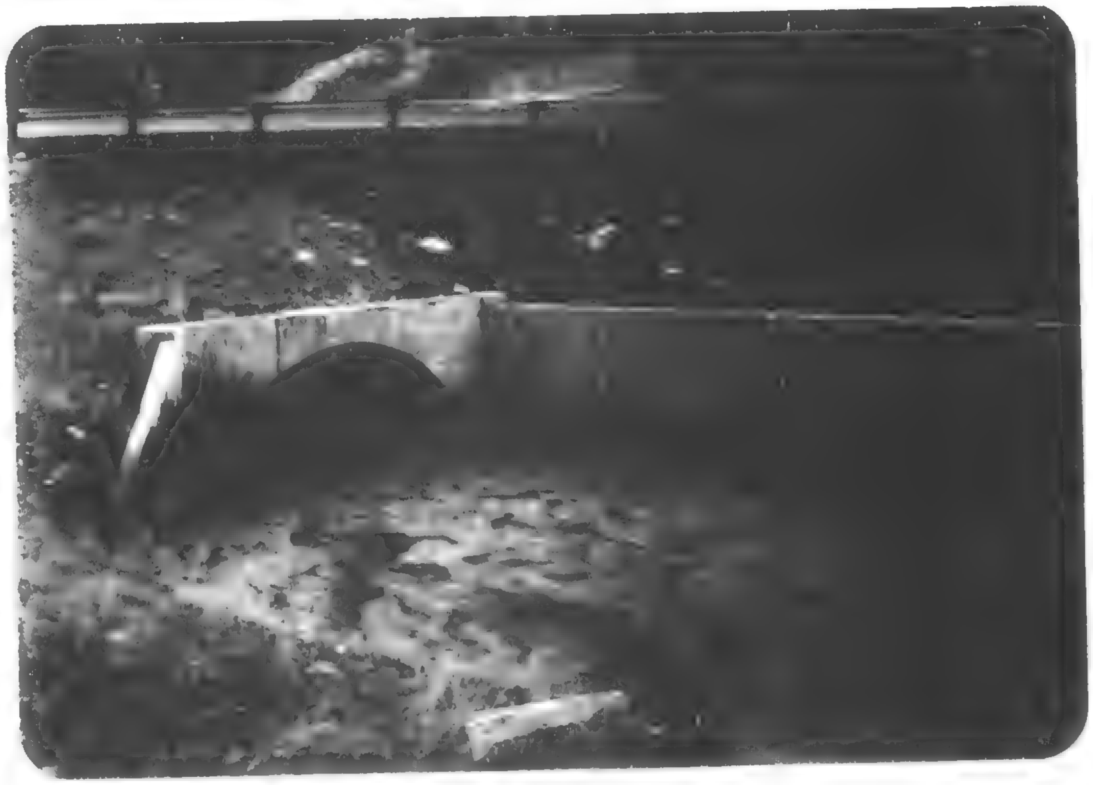
INLET

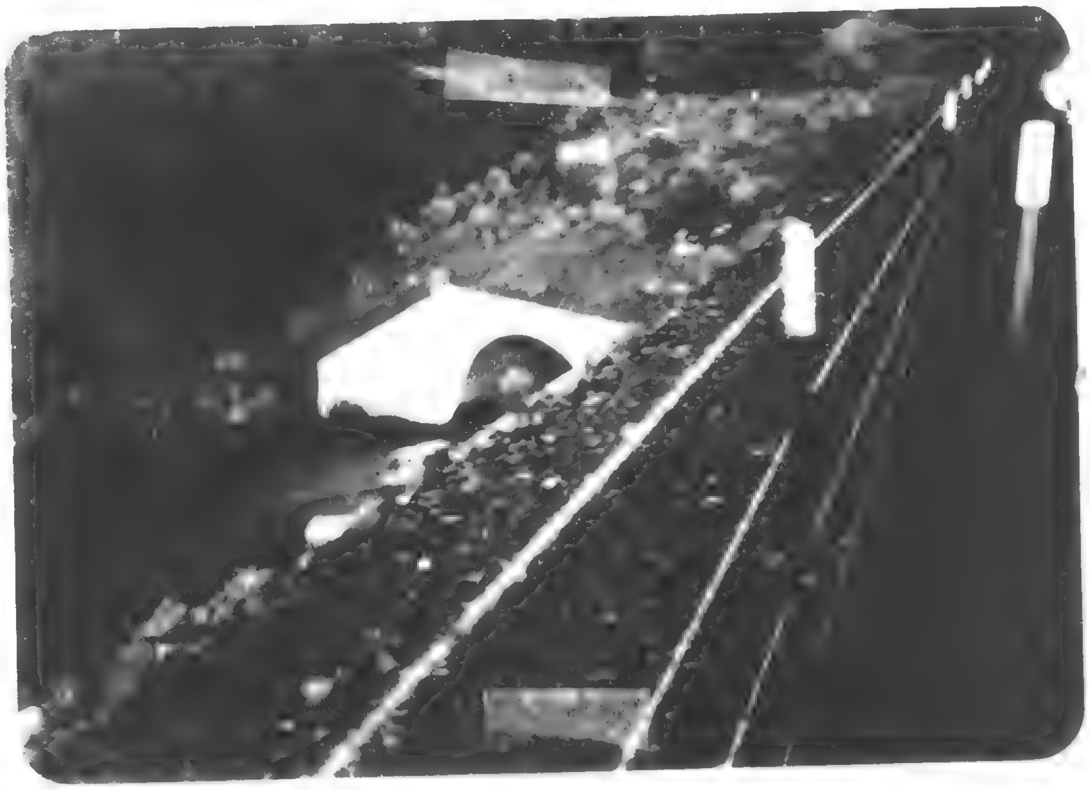
[illegible]

[illegible]



Teri





(#2) 8782

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

H-58

October 4, 1976

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

George M

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: North Unit, Condon - Thirtymile Creek
Highway: John Day
County: Gilliam

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG:re

Attachment

cc:
- G. L. Green
- H. S. Coulter
- F. E. Terpin
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- W. J. Hart
- Region Engineer: W. E. Schwartz
- District Engineer: H. W. Oswald
- Aeronautics Division
- Paul Hartwig, Parks
- B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS # ODOT H-58	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: North Unit, Condon-Thirtymile Creek

11 12] PROJECT LOCATION—CITY: John Day Highway — PROJECT LOCATION—COUNTY: Gilliam — PROJECT LOCATION [79: SEC: - T: 4 S R: 21 E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] This project involves grading, paving, structures and incidental work to [71

07 12] reconstruct the existing facility with minor realignment for curve flattening. [71

08 12] The proposed roadway will have two 12-foot travel lanes with 4-foot shoulders. [71

09 12] Overall length is 2.9 miles. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,500,000	-	-	-	-	1,500,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title I, Public Works Employment Act (S.3201)

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Commerce — 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Admin.

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Oct. 4, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 8 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

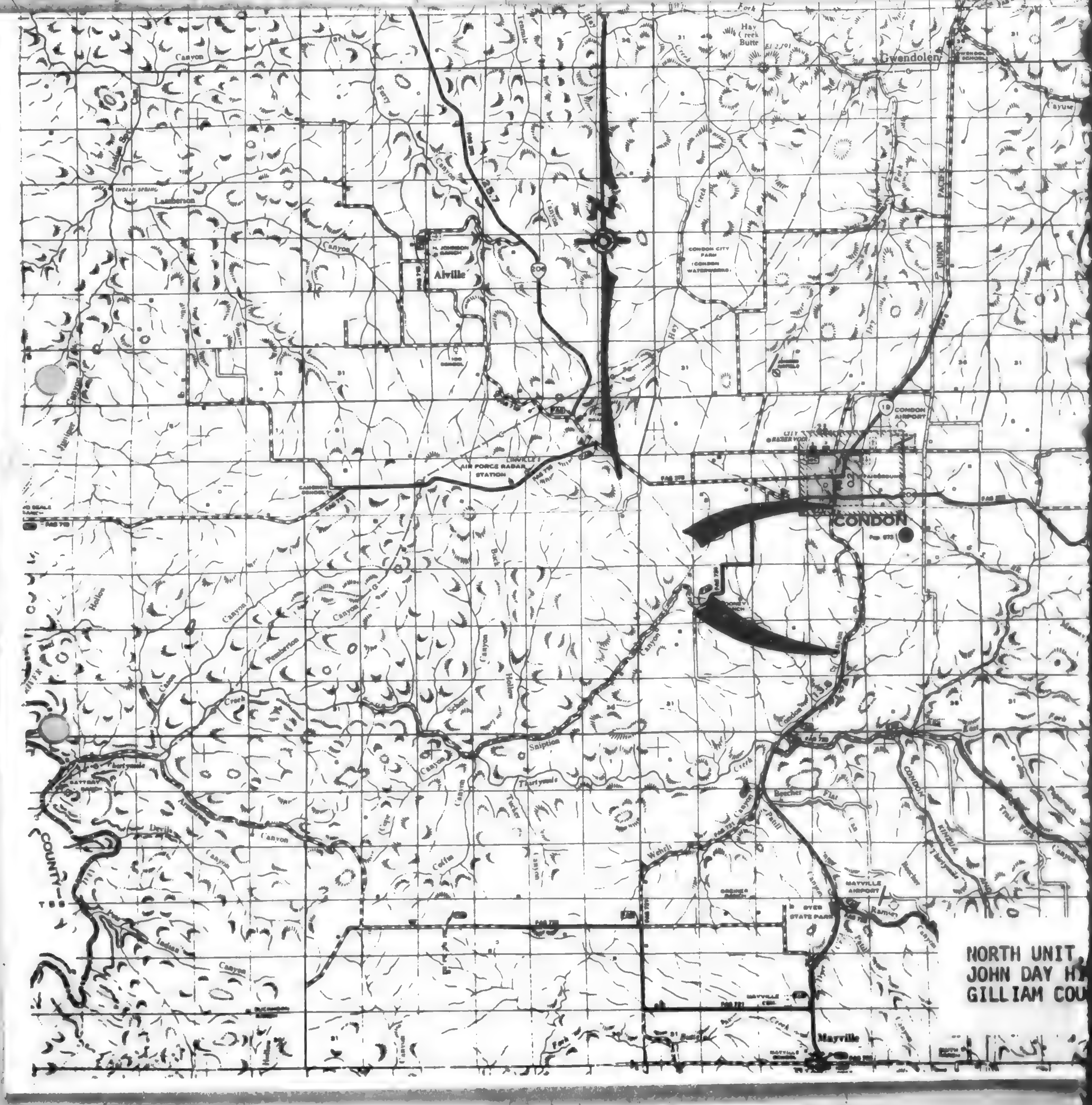
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

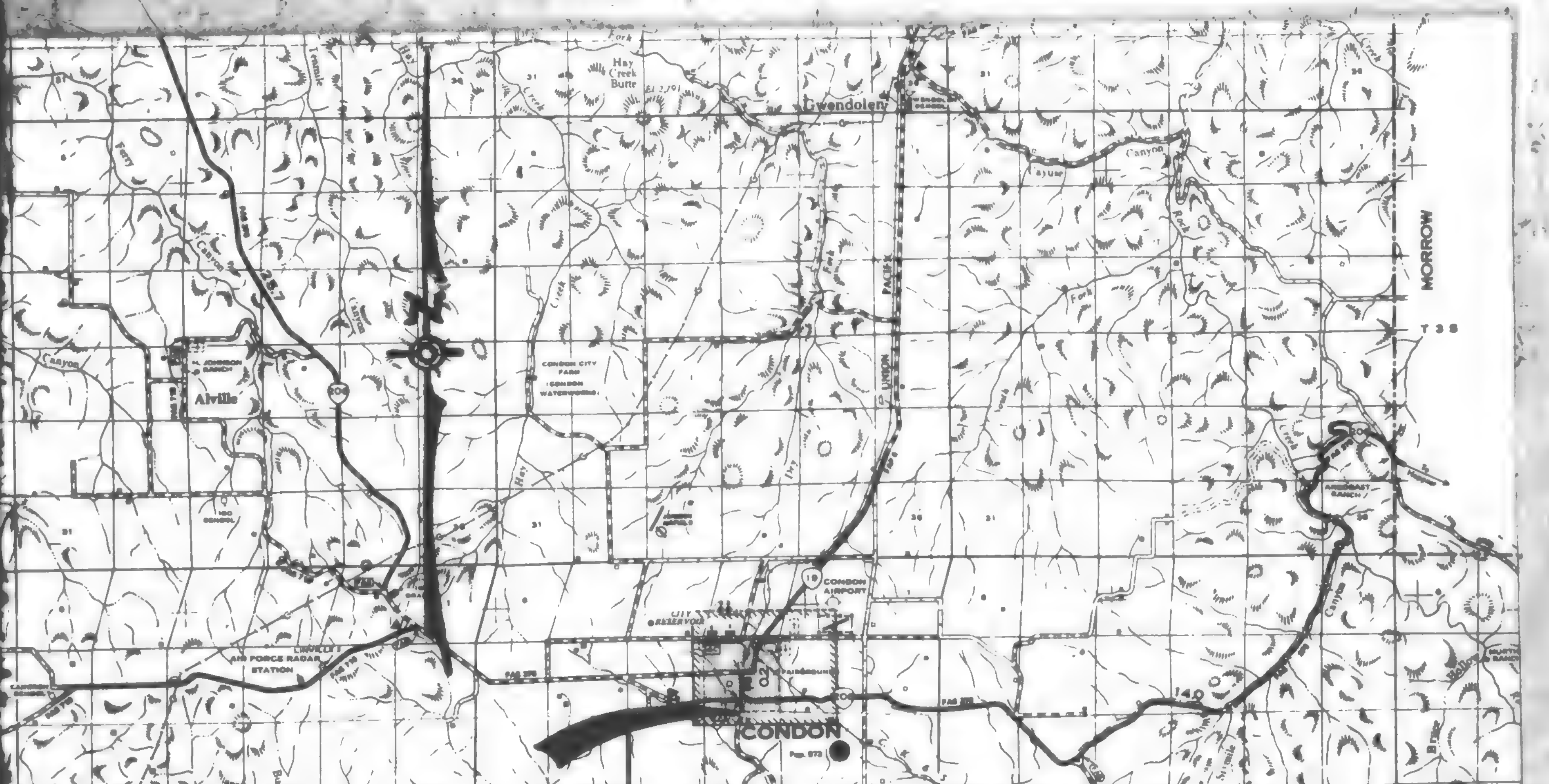
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



NORTH UNIT,
JOHN DAY HI
GILLIAM COU



NORTH UNIT, CONDON-30 MI. CREEK
JOHN DAY HIGHWAY
GILLIAM COUNTY

H-58

8782

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 13, 1976

In reply refer to: 1041B.4

SUBJECT: F-6(-) Condon-Thirtymile Creek
John Day Highway
Gilliam County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 23, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K.
for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 15 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

TRANSACTION NUMBER 8-34

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
L. W. RULIEN'S JULY

TITLE
PROJECT MANAGEMENT

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 20 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
20	RF-114(4)	3.3	15,000	11,700	LOCATION NORTH UNIT CONDON-THIRTYMILE CREEK SECTION. GILLIAM COUNTY-STATE OF OREGON.

P
E

Only

RE ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE 8-9-74
SIGNATURE AND TITLE
G. L. GREEN, DIVISIO

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as crea tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

7L-6-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 8-9-74
BY (Signature): L. W. RULIEN'S JULY 11, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

RAL FUNDS
☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

AGE 1
EM NOS. 20 THRU ____

ENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
3.3	15,000	11,700	NORTH UNIT CONDON-THIRTYMILE CREEK SECTION. GILLIAM COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING.

RECEIVED
HWY ENGR
AUG 12 '74
REFER TO Only Hunter
FOR
Info | | D | DIR | Sign | Act | File

WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN

MENDED
TITLE

DATE: 8-9-74

APPROVED
SIGNATURE AND TITLE
G. L. GREEN, DIVISION ENGINEER

ceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
provide Federal funds for the undertaking.

GPO 915-890

8782

8

July 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project RF-114(4)

We are submitting program data for one preliminary engineering project, Item No. 20, Project No. RF 114(4), which we desire to have included in the Federal-aid Rural Primary Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location /design approval. We will request further authorization to proceed with the P.S. and E. preparation phase of preliminary engineering as soon as location/design approval is granted.

Enclosed are copies of State Clearinghouse and District 12 Clearinghouse approval letters dated June 27, 1974 and May 31, 1974, respectively.

Environmental requirements of PPM 90-1 are being handled as a separate action.

CL:bz

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	July 11, 1974

FEDERAL - AI

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 SR 19 S.C.L. Condon S. 3.3 mi. 65	**ADT**	PRESENT 500	FUTURE (66) 900 (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FR ROUTE NO.	[illegible]	FA CLASSIF.	[illegible]	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME
	NAME OF URBAN AREA (17-)	ROUTE NO. P | FEDERA

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16	41	42	43 49	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 19 S.C.L. of Condon S. 3.3 miles	3.3	15,000	11,700
5					**ROW**					
5					**CONST** (CODE)		(N. Unit Condon - Thirtymile Creek Section)			

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.3	15,000	11,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 500	FUTURE 900	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073	ITEM NO. 20

[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMBER 114	SEQ. NO. (4)	I. Projects Only	POST MI.	DESIG.

	COUNTY NAME Gilliam	CODE 021	PROGRAM STAGE
	ROUTE NO. P	FEDERAL-AID 6	STATE 5
		U.S.	☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
15,000	11,700	3,300		P.E. all phases incl. PS & E preparation & P.E. by utility forces.
				(Future 2-12' lanes H.T. pave, 4' shoulders.)
				ROW - 100' min. Access control-Partial Parking Restrictions - None.
15,000	11,700	3,300		

REMARKS

(-OVER-)

USCOMM DUSCOMM-DC 45905-P6

N. Unit, Condon-Thirtymile Creek Section

Project No. RF-114(4)

Existing Facility: 20-foot oiled surface roadway with variable 2' to 4' shoulders.

Adjacent Sections:
N. End: 42-foot bituminous concrete surface.
S. End: 24-foot A.C. pavement with 4-foot shoulders.

Project Data: The work consists of all phases of preliminary engineering including field surveys, preliminary plans and estimates, environmental impact statement, location/design study report, hearings, P.S. and E. preparation and preliminary engineering by utility forces as required for the proposed future construction on existing alignment to provide for 2-12-foot travel lanes with 4-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Condon Airport is located 1 1/2 miles northeasterly of the north end of the project.

Public Hearings: The opportunity for a public hearing will be offered and held if requested.

A-95 Review: State and District 12 Clearinghouse letters of approval dated June 27, 1974 and May 31, 1974, respectively.

Environmental Statement: Environmental Statement will be submitted under separate action.

Data for PR-37:

Preliminary Engineering	Field Work	$ 9,500
	P.S. & E. Preparation	5,500
	Total	$ 15,000

Note: This project is in Congressional District No. 2.

8782

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

GILLIAM

APPLICANT: Highway Division

PROJECT TITLE: N. Unit-Condon-Thirtymile Creek

NOTED
E. S. HUNTER

DATE: June 27, 1974

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified~~, and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: July 1, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
Victor D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
G.A. Potter
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7405 2 840

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
JUL 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
5-22-74

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIVISION
JUN 2 4

RECEIVED
JUN 5 - 1974
Agricultural Development Div.

PNRS STATE REVIEW

Project #: 7405 2 840 Return Date: JUN 20 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

This project is vitally needed to update this section of highway subjected to heavy agriculture farm to market travel.

Bringing this section of road up to standard will provide a safety factor more than offsetting any temporary environmental inconvenience.

ow

Agency Agric By Don McKinnis Dmck

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUN 20 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

PNRS STATE REVIEW

roject #: 7405 2 840 Return Date: JUL 20 1974

o Agency Addressed: If you intend to comment but cannot respond by the eturn date, please notify us immediately. If no response is received y the due date, it will be assumed that you have no comment and the file ill be closed.

PROGRAM REVIEW AND COMMENT

o State Clearinghouse: We have reviewed the subject Notice and have eached the following conclusions on its relationship to our plans and rograms:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

Condon Canyon Creek has very little fishery value. However, the stream can influence water quality in Thirtymile Creek. Effort should be made to keep sediment from entering Thirtymile during the period March 1-June 15.

William E. P Chief
6/18/74

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION
JUN 18 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 2 840 Return Date: JUL 20 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- (✓) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

It is good to learn this section of road will be improved.

Agency Water Res. By Quentin Bowman

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator   Ph: 378-3732

RECEIVED
JUN - 5 1974
FISH COMMISSION

PNRS STATE REVIEW

Project #: 7405 2 840   Return Date: JUN 20 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

Avoid encroachment + siltation to stream if possible.

Agency fish   By

8782.

yellow

9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 22, 1974

TO

Executive Department
Federal Aid Coordination Unit

East Central Oregon
Association of Counties
James Teasdale, Exec. Director
116 S. Main, Room 15
Pendleton, Oregon 97801

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Notice of Intent for F. A. Primary Funds
State Admin. Dist. No. 12
N. Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices in Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 24, 1974.

Attachment

BLG:lsk

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
G. A. Potter
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] APPLICANT [45: Oregon State Highway Division | 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [69: Salem | 70] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: N. Unit, Condon-Thirtymile Creek District 12

11 — 12] PROJECT LOCATION CITY [45: John Day Highway | 46] PROJECT LOCATION COUNTY [79: Gilliam

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 — 12] This project involves preliminary engineering, acquisition of right-of-way, grading, [71

06 — 12] paving, structures and incidental work required to reconstruct the existing [71

07 — 12] facility with minor realignment for curve flattening. The proposed roadway will [71

08 — 12] have two 12-foot travel lanes with 4-foot shoulders. This project is 3.3 miles [71

09 — 12] in length. [71

10 — 12]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
859,600	-	240,400	-	-	1,100,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U. S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE: Yes ☒ 29 No ☐ 30 | REGIONAL: Yes ☐ 31 No ☐ 32 | LOCAL: Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 24 | 45] YEAR [46: 1974

ADDITIONAL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 22, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 22, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Primary Rural Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 55

(c) State Senatorial District(s) Number(s) 28

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

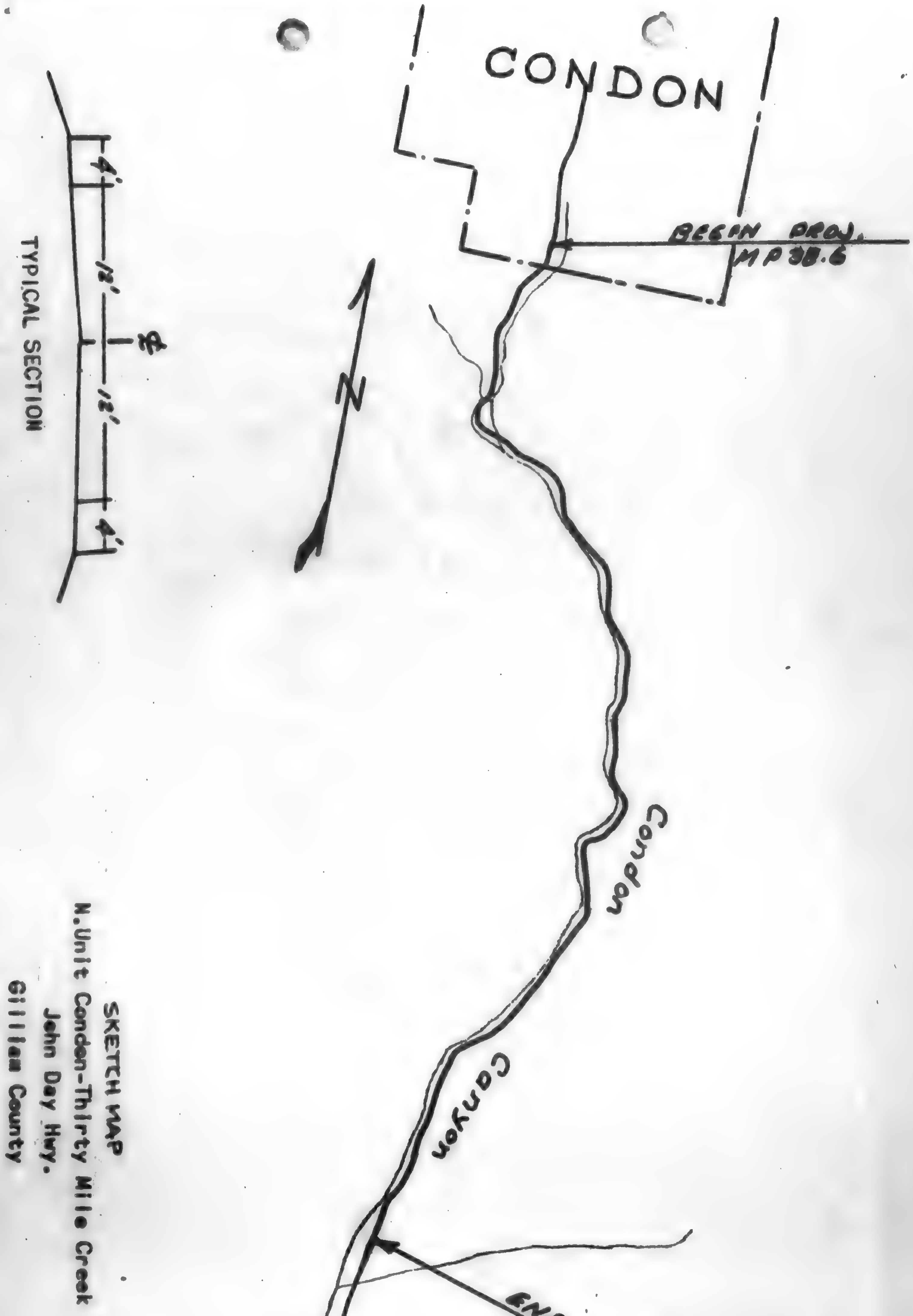
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

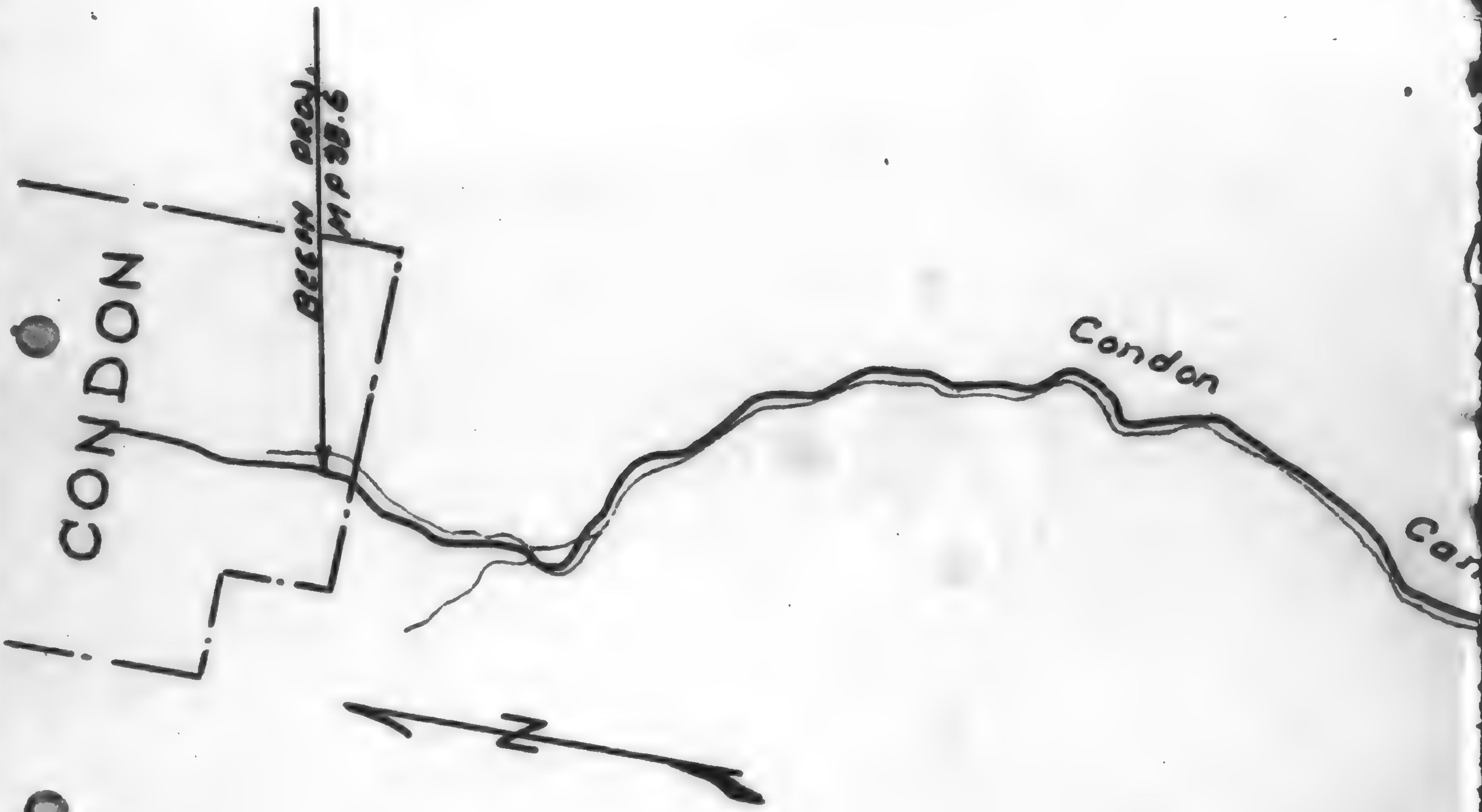
REMARKS

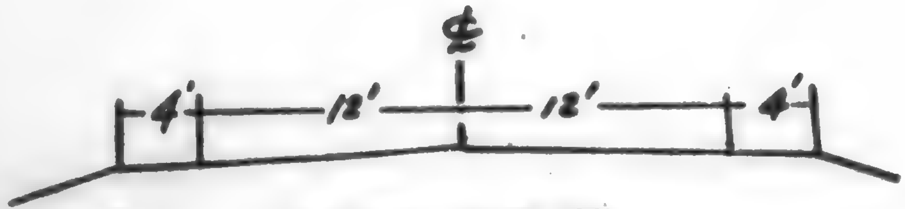
17(E) Appropriate environmental impact statements will be prepared and comments sought.

1. This project is proposed by the State Highway Division.
2. Rights-of-way will be required.
3. Hearings will be offered.



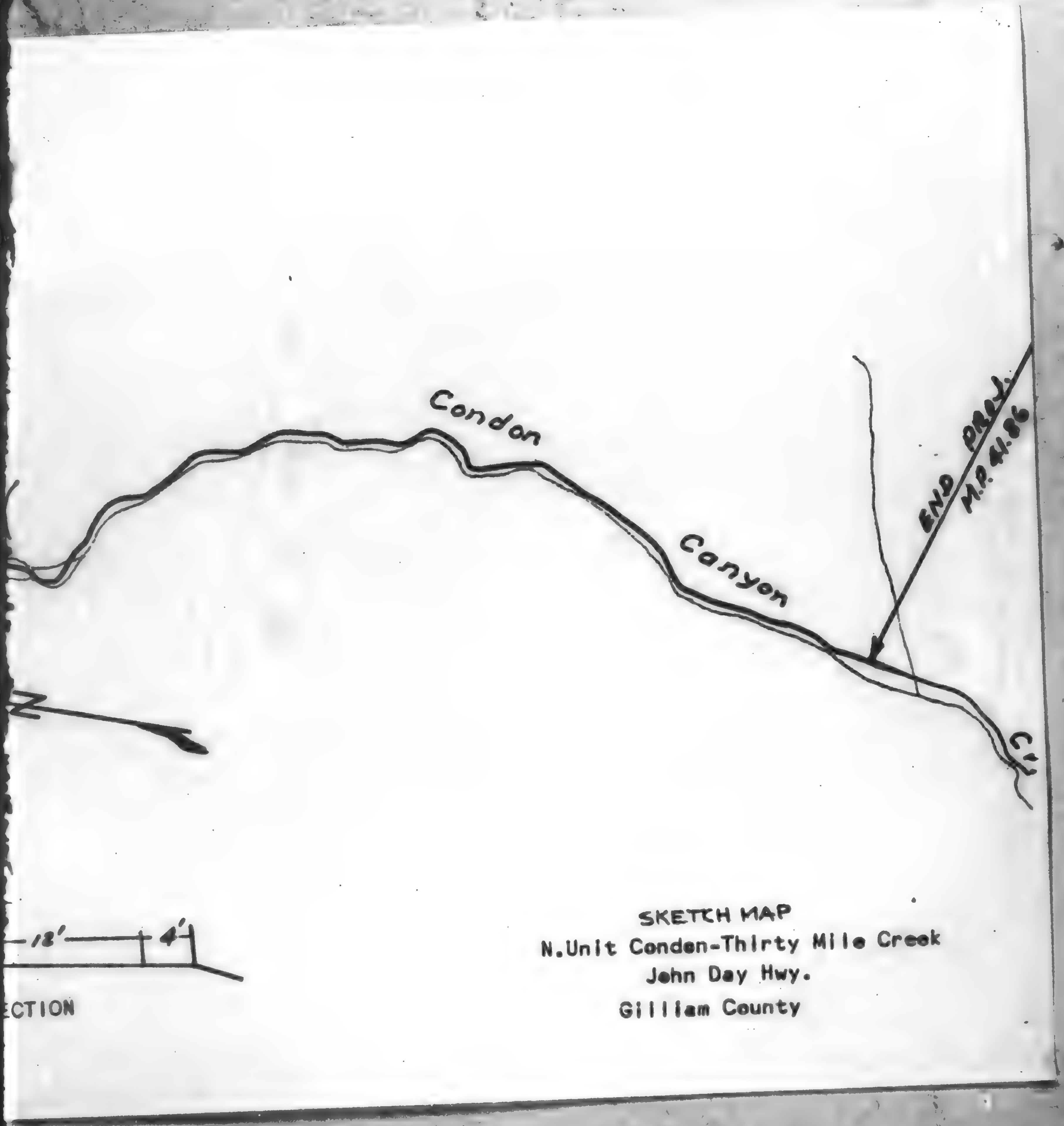
SKETCH MAP
N. Unit Condon-Thirty Mile Creek
John Day Hwy.
Gilliam County





TYPICAL SECTION

SKETCH
N.Unit Condon-Th
John Day
Gilliam Co



SKETCH MAP
N.Unit Conden-Thirty Mile Creek
John Day Hwy.
Gilliam County

8783 Silvies R (Standcliffe) 1978
Br Sec on Co. Rd. 616 N. of
Burns (gr, agg base & str.)

CgA 6251 9-8-77

PE- AD 344- #980.00 2/3-1994-297
CC 1780

8783

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-13-80	CC 2080		213-1994-297 213-1063-297

BILL TO: Code:

Harney County Court
Courthouse
Burns, Oregon 97720
Attn: Joseph R. Miles-Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Silvies River (Stand Cliffe) Bridge. This is an OFF SYSTEM Project No. OS-1300(1)			
Funds for project:			
Federal			$105,003.12
County			17,510.00
Project Cost			122,451.75
REFUND DUE COUNTY			$ 61.37
(Please send copy of itemized statement with billing)			

Advance Deposit Amount $ 17,510.00
Advance Deposit Previously Transferred to Highway Fund $ 13,310.00
Balance $ 4,200.00
Transfer to Highway Fund $ 4,138.63
Refund Due $ 61.37
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1780, CC 1867

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 10/13/80

COUNTY HARNEY **Contract No.** 8783 **Date Completed** 4/2/79

PROJECT # OS-1300(1) **Section** Silvies River (Standcliffe) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 7,928.26
Construction	$104,214.15
Payment to Contractor	10,309.34
Engineering	$114,523.49
TOTAL	

County share of project costs:

Federal Funds	$105,003.12
Advance Deposit	17,510.00
Project Cost	122,451.75
REFUND DUE COUNTY	$ 61.37

Reference: Billing Form CC 2080

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Silvies River (Standcliffe) Br. Harney County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 7,928.26	
	Construction Type Code 6201 Contract #8783 Roadway (Sta. 18+00 To Sta. 19+21) (Sta. 19+86 To Sta. 21+00) Final Contract Payment Summary	Lump Sum			$104,214.15	
	Construction Engineering State	All Required			10,212.84	
	Misc. Project Costs E.E.O. Monitoring Expense	All Required			26.00	
	Total Participating costs				$122,381.25	
	Nonparticipating Items Construction Eggineering-State	All Required			70.50	
	Total Project Costs				$122,451.75	
	Prepared based on Participating Costs as shown on Fdderal Billing as of 7/31/80.					
	AMOUNT CARRIED FORWARD					

114,523.49
7,928.26

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-1300(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 11-29-77 To: 4-18-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 7,928.26	$ 7,928.26	85.80%	$ 6,802.45	$ 6,802.45	$ 0.00
114,523.49	114,452.99	85.80%	98,200.67	98,200.67	0.00
$122,451.75	$122,381.25	85.80%	$105,003.12	$105,003.12	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9-16-80 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY                                                    AUGUST 1980

                                                                                      FISCAL
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE
                                      213    1059       270     01 P 1
                                      213    1059       296     00
                                      213    1059       296     00 N 9
                                      213    1059       297     00
                                      213    1059       297     00 N 9
                                      213    1059       298     00 N 9
                                      213    1059       500     00 P 1
                                      213    1059       900     00 N 1
                                      213    1059       915     00 P 1
                                      213    1059       920     00 P 1
                                      213    1059       950     00 P 1
                                                        TOT     00
                                                        TOT     P1
                                                        TOT     N1
                                                      ** JOB TOTALS **             **               **

 SILVIES RIVER(STNOCLF)BRG       CONT NO 8783 * FA PROJ NOS OS  300001 100
                                      213    1063       201     00 P 1
                                      213    1063       296     00 N 9
                                      213    1063       297     00 N 9
                                      213    1063       298     00 N 9
                                      213    1063       900     00 P 1
                                      213    1063       900     00 N 1
                                      213    1063       985     00 P 1
                                                        TOT     P1
                                                        TOT     N1
                                                      ** JOB TOTALS **             **               **

 MALHEUR RVR CLARK LN BRDG       CONT NO 8841 * FA PROJ NOS SOS 300002 100
                                      213    1064       201     00 P 1
                                      213    1064       296     00 N 9
                                      213    1064       297     00 N 9
                                      213    1064       298     00 N 9
                                      213    1064       900     00 P 1
                                      213    1064       900     00 N 1
                                      213    1064       920     00 P 1
                                      213    1064       950     00 P 1
                                      213    1064       985     00 P 1
                                                        TOT     P1
                                                        TOT     N1
                                                      ** JOB TOTALS **             **               **

 SPARXING @ ELK RD SECT          CONT NO      * FA PROJ NOS RR0000S017 100
                                      215    1001       270     01 P 1
                                      215    1001       270     03 P 1
                                      215    1001       295     00 N 9       2,425.01         2,425.01
```

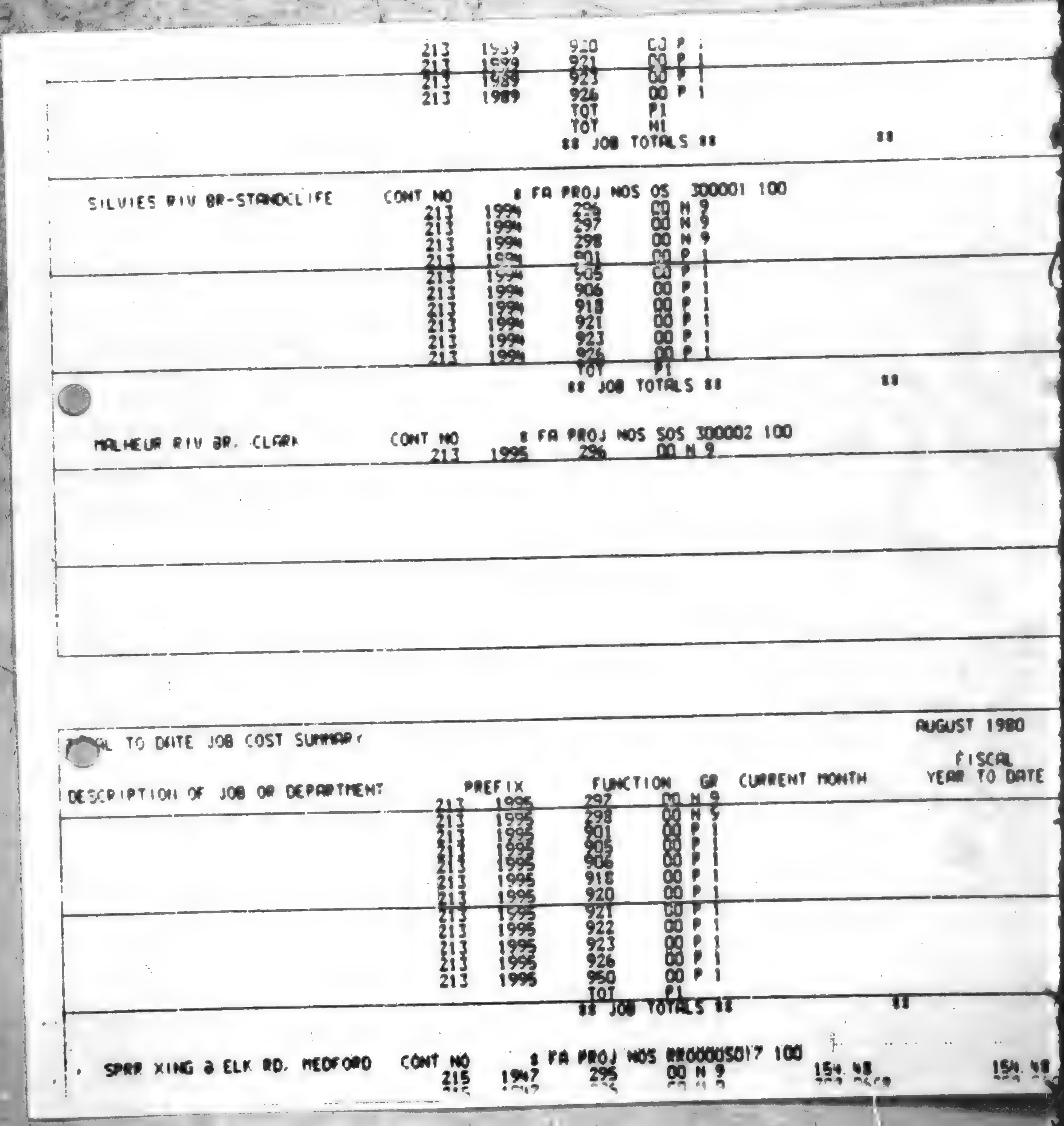
```
                                                              AUGUST 1980         PAGE  113

                                                              FISCAL           GRAND TOTAL     ACTIVE YRS
REFIX          FUNCTION   GR  CURRENT MONTH            YEAR TO DATE              TO DATE     BEG    END
   1059         270       01 P 1                                                12,433.07     78     79
   1059         296       00                                                       582.10     80     80
   1059         296       00 N 9                                              175,687.65CR    77     80
   1059         297       00                                                       582.10CR   80     80
   1059         297       00 N 9                                               18,186.21     78     80
   1059         298       00 N 9                                              157,501.44     77     79
   1059         900       00 P 1                                               19,494.67     77     79
   1059         900       00 N 1                                                   97.20     77     80
   1059         915       00 P 1                                                  965.55     78     79
   1059         920       00 P 1                                                   25.54     78     79
   1059         950       00 P 1                                                  651.07     77     78
                TOT       00
                TOT       P1                                                  175,001.60
                TOT       N1                                                      124.95
             ** JOB TOTALS **                   **                  **        175,126.55  **

                                                                                         STATE
 8783 * FA PROJ NOS OS  300001 100                                            104,214.15     78     79
   1063         201       00 P 1                                              110,730.67CR   78     80
   1063         296       00 N 9                                               12,530.00     78     78
   1063         297       00 N 9                                               98,200.67     78     80
   1063         298       00 N 9                                               10,212.84     78     80
   1063         900       00 P 1                                                   70.50     78     79
   1063         900       00 N 1                                                   26.00     79     79
   1063         985       00 P 1                                              114,452.99
                TOT       P1                                                       70.50
                TOT       N1                                                  114,523.49  **
             ** JOB TOTALS **                   **                  **

                                                                                         STATE
 8841 * FA PROJ NOS SOS 300002 100                                            116,464.04     79     79
   1064         201       00 P 1                                              126,172.84CR   79     80
   1064         296       00 N 9                                               15,300.00     79     79
   1064         297       00 N 9                                              110,872.84     79     80
   1064         298       00 N 9                                               11,343.92     79     80
   1064         900       00 P 1                                                   18.26     79     79
   1064         900       00 N 1                                                   26.86     79     79
   1064         920       00 P 1                                                1,404.73     79     79
   1064         950       00 P 1                                                   28.07     79     79
   1064         985       00 P 1                                              129,267.62
                TOT       P1                                                       18.26
                TOT       N1                                                  129,285.88  **
             ** JOB TOTALS **                   **                  **

                                                                                         STATE
NO        * FA PROJ NOS RR0000S017 100                                         46,606.93     79     80
15 1001         270       01 P 1                                                1,228.90     79     79
15 1001         270       03 P 1                                                2,425.01     80     80
15 1001         295       00 N 9         2,425.01              2,425.01
```



```
                                   213    1989     920      00 P 1
                                   213    1989     921      00 P 1
                                   213    1989     923      00 P 1
                                   213    1989     926      00 P 1
                                                   TOT      P1
                                                   TOT      N1
                                              ** JOB TOTALS **                 **

SILVIES RIV BR-STANDCLIFE      CONT NO       * FA PROJ NOS OS   300001 100
                                   213    1994     296      00 N 9
                                   213    1994     297      00 N 9
                                   213    1994     298      00 N 9
                                   213    1994     901      00 P 1
                                   213    1994     905      00 P 1
                                   213    1994     906      00 P 1
                                   213    1994     918      00 P 1
                                   213    1994     921      00 P 1
                                   213    1994     923      00 P 1
                                   213    1994     926      00 P 1
                                                   TOT      P1
                                              ** JOB TOTALS **                 **

MALHEUR RIV BR. CLARK          CONT NO       * FA PROJ NOS SOS 300002 100
                                   213    1995     296      00 N 9


                                                                                     AUGUST 1980
AL TO DATE JOB COST SUMMARY
                                                                                        FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE
                                   213    1995     297      00 N 9
                                   213    1995     298      00 N 9
                                   213    1995     901      00 P 1
                                   213    1995     905      00 P 1
                                   213    1995     906      00 P 1
                                   213    1995     918      00 P 1
                                   213    1995     920      00 P 1
                                   213    1995     921      00 P 1
                                   213    1995     922      00 P 1
                                   213    1995     923      00 P 1
                                   213    1995     926      00 P 1
                                   213    1995     950      00 P 1
                                                   TOT      P1
                                              ** JOB TOTALS **                 **

SPRR XING @ ELK RD. MEDFORD    CONT NO       * FA PROJ NOS RR00005017 100
                                   215    1947     295      00 N 9       154.48           154.48
```

```
                                                                                 107.01
  213    1939       920       00 P 1                                             655.77
  213    1989       921       00 P 1                                             276.03
  213    1989       923       00 P 1                                           1.404.21
  213    1989       926       00 P 1                                          18.096.37
                    TOT       P1                                                   4.15
                    TOT       N1                                          **      18.100.52  **
               ** JOB TOTALS **                              **

                                                                                          STATE
CONT NO        * FA PROJ NOS OS    300001 100                                   7.215.00CR
  213    1994       296       00 N 9                                                700.00
  213    1994       297       00 N 9                                              6.435.00
  213    1994       298       00 N 9                                              2.643.73
  213    1994       901       00 P 1                                              1.467.97
  213    1994       905       00 P 1                                                    60
  213    1994       906       00 P 1                                                883.63
  213    1994       918       00 P 1                                                639.27
  213    1994       921       00 P 1                                                  9.88
  213    1994       923       00 P 1                                              2.283.13
  213    1994       926       00 P 1                                             [illegible]
                    TOT       P1                                          **  [illegible].928.26  **
               ** JOB TOTALS **                              **

                                                                                          STATE
CONT NO        * FA PROJ NOS SOS 300002 100                                     9.012.23CR
  213    1995       296       00 N 9




                                                       AUGUST 1980            PAGE  549

                                                          FISCAL            GRAND TOTAL
      PREFIX        FUNCTION    GR   CURRENT MONTH     YEAR TO DATE            TO DATE
                                                                                 640.00
  213    1995       297       00 N 9                                           8.372.23
  213    1995       298       00 N 9                                           2.989.81
  213    1995       901       00 P 1                                             526.15
  213    1995       905       00 P 1                                              51.36
  213    1995       906       00 P 1                                           1.018.79
  213    1995       918       00 P 1                                              28.44
  213    1995       920       00 P 1                                             623.28
  213    1995       921       00 P 1                                              63.24
  213    1995       922       00 P 1                                              32.05
  213    1995       923       00 P 1                                           4.324.68
  213    1995       926       00 P 1                                              95.04
  213    1995       950       00 P 1                                           9.252.84
                    TOT       P1                             **           **   9.757.84  **
               ** JOB TOTALS **

                                                                                          STATE
CONT NO        * FA PROJ NOS RR00005017 100
  215    1947       295       00 N 9        154.48             154.48            154.48
```

8-7-83-

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

4-18-80 (PPM 20-5) For "Off-System" Project

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-1300(1)
2. COUNTY Harney
3. STATE Oregon 8783

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved construction of roadbed embankment, aggregate base, and aggregate wearing course, and (2) construction of a bridge over the Silvies River. The structure, No. 16342, is 65 feet long and has a roadway width of 27.5 feet. All the work, completed on April 2, 1979, was performed on the Silvies River (Standcliffe) Bridge Section of County Road 616 one and one half miles north of Burns.

5. CONTRACTOR'S NAME Douglas S. Coats Construction
6. CONTRACT AMOUNT $102,355.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) Veasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR
AUG 4 '80
REFER TO Veasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

E-4 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 34 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.045	28'	X080	0.012

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer
11. DATE OF INSPECTION April 17, 1979
12. IN COMPANY WITH Benny Hatcher, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B Carter
14. TITLE Area Engineer
15. DATE 4-17-80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hosmer
17. TITLE Field Operations Engineer
18. DATE 4-18-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8783

June 8, 1979

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Gentlemen:

Contract No. 8783 awarded to Douglas S. Coats Construction for work on the Silvies River (Standcliffe) Bridge Section in Harney County was completed on April 2, 1979, and accepted by the State Highway Engineer on June 7, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 13, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8783

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Silvies River (Standcliffe) Bridge	WEEK ENDING: 5-12-79 SECTION PREFIX: 213-1063
	HIGHWAY: County Road No. 616	COUNTY: Harney
NAME OF JOB: Silvies River (Standcliffe) Bridge	KIND OF WORK: Grading, Aggregate Base and Structure	
CONTRACTOR: Douglas S. Coats Const.	CONTRACT NUMBER: 8783	FEDERAL AID PROJECT NUMBER: CS-1300(1)
DATE OF CONTRACT: August 7, 1978	DATE WORK STARTED: October 10, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 120
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $116,740.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $107,483.48	ENGINEERING AUTHORIZATION: $9,256.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $104,213.45	ENGINEERING COST TO DATE: $9,050.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION: 98 %	April 2, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	85 CY	350 CY			
TOTAL QUANTITIES CORRECTED TO DATE	187 CY	440 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	187 CY	440 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16342							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Rain			
MONDAY	Overcast - Cool			
TUESDAY	Partly Cloudy - Cool			
WEDNESDAY	" "	"		
THURSDAY	" "	"		
FRIDAY	Clear - Warm			
SATURDAY				

RECEIVED
MAY 14 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal will be submitted next week.

Final Report.

B. N. Hatcher

SIGNED B. N. Hatcher LOCATION Burns
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8783

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9 - 95		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Harney
MODIFICATION NUMBER 1	9-6-78	Project Number OS-1300(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000	$ 124,216
Federal funds	$ 6,000	$ 106,576
Other revisions		

This modification is made for the following reasons: Letting of Contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of September, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

X By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. OS-1300(1)

SILVIES RIVER (STANDCLIFFE) BR.
HARNEY COUNTY ROAD #616

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,500.00

Type Code 6201
Roadway (Sta. 18+00 to Sta. 19+21) (Sta. 19+86 to Sta. 21+00)

Mobilization	All Required		$ 8,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	63 Sq.Ft.	10.00	630.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	5.00	250.00
General Excavation	85 Cu.Yd.	10.00	850.00
Toe Trench Excavation	25 Cu.Yd.	20.00	500.00
Finishing Roadbed and Slopes	All Required		50.00
Coarse Aggregate Base	290 Cu.Yd.	10.00	2,900.00
3/4" - 0 Aggregate Base	60 Cu.Yd.	15.00	900.00
Guard Rail, Type 2A	375 Lin.Ft.	12.00	4,500.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type B	4 Each	150.00	600.00
Loose Riprap, Class 50	110 Cu.Yd.	15.00	1,650.00
			$23.530.00

Anticipated Items

Temporary Erosion Control	All Required		$ 500.00
	Subtotal		$24,030.00
	Engineering		3,220.00
	TOTAL		$27,250.00

Type Code X080
Structure, Br. #16342 (Sta. 19+21 to Sta. 19+86)

Bridge Removal Work	All Required		$15,000.00
Shoring, Cribbing, Etc.	All Required		9,000.00
Structure Excavation	350 Cu.Yd.	5.00	1,750.00
Structure Excavation Below Elevations Shown	30 Cu.Yd.	10.00	300.00
Structural Concrete; Class 3300 (80 c.y.)	All Required		16,000.00
4' x 65'/70' Prestressed Slabs	7 Each	4,000.00	28,000.00
Reinforcement (11,000 lbs.)	All Required		4,400.00
Metal Rail with Tubing	125 Lin.Ft.	35.00	4,375.00
	Subtotal		$78,825.00
	Engineering		10,641.00
	TOTAL		$89,466.00

Length of Roadway - - - - - - - - - - - - -0.045 mi.
Length of Structure - - - - - - - - - - - -0.012 mi.

TOTAL 0.057 mi.

Cost of Roadway Per Mile - - - - - - - - -$478,070.17

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 7,500.00	$ 6,435.00	$ 1,065.00
Roadway	27,250.00	23,380.00	3,870.00
Structure	89,466.00	76,761.00	12,705.00
TOTAL	$124,216.00	$106,576.00	$17,640.00

Group 1	100%
Contract No.	8783
Prefix	213-1994
Prefix	213-1063

STATE COPY 8

*TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-166	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-19-78	te Oregon County Harney Project No. 0S-1300(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 0.5 mi. N. of Burns

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-29-77	0.1
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000	$ 6,000

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Technical Services Manager
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 12, 1978

Federal Aid Project
No. OS-1300(1)

Silvies River (Standcliffe) Bridge
County Road In Harney County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$7,000.00
	Total	$7,000.00

Length of Project. . . . . 0.1 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 7,000.00	$ 6,000.00	$ 1,000.00
Retain In PS&E Structure (Contract)	$144,000.00	$123,000.00	$21,000.00
Total	$151,000.00	$129,000.00	$22,000.00

Group 1 - 100%
Prefix 213-1994 P.E.
Pro Rata 85.8%

8783

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8783 for work on the Silvies River (Standcliffe) Bridge Section in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosure

cc Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Barry Hatcher

8783

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Harney County Court
Courthouse
Burns, Oregon 97720

Attention of Mr. Joseph R. Miles
Road Supervisor

Request No. (assigned by staff engineer or head of section) CC 1867

Date August 22, 1978.

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $16,530.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$4,000.00	
		To be transferred to State Highway funds for the construction of the Silvies River (Standcliffe) Bridge Section. OS-1300 (1) Covered by Agreement # 6251		$12,530.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 16,530.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
213 - 1063

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
For G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8783

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Barry Hatcher
Don Trout
Fran
SAIF

August 7, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for work on the Silvies River (Standcliffe) Bridge Section in Harney County for the sum of $102,355 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Harney County and when the sum of $16,530 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8783.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 18, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8783

July 28, 1978

Harney County Court
Courthouse
Burns, OR 97720

Attn: Hon. Dale White
County Judge

Gentlemen:

On July 27, 1978 a satisfactory bid was received from Douglas S. Coats Construction, P. O. Box 311, Bend, Oregon 97701, for the Silvies River (Standcliffe) Bridge Section, OS-1300(1).

This is an Off System Project and based upon the contractor's bid the county's advance deposit is as follows:

Bid Items	$102,355.00
Erosion Control	500.00
4½% Contingencies	4,628.48
(10%) Engineering	10,285.50
ESTIMATED TOTAL COST of construction	$117,768.98
Est. PE Costs	7,325.52
Est. total cost of project	$125,094.50

107,580.
− 10[illegible],280
4,299.5

PE Advance Deposit $980.00
14% of $125,094.50 = $17,513.23 - $980.00 = $16,533.23 by rounding the advance deposit will be $16,530.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check in the amount of $16,530.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Rec'd
8/7/78
Not. fied
Virgil B.
+
Roger L.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

FW:dms

bc w/AD#478: Vern Skoog - Please return completed AD#478
when check is received.
Region 5 Federal Aid Engineer Roger Lang

N M P

8783

Roger C. Lang
P. O. Box 850
La Grande, Oregon 97850

RE: Silvies Riv. (Standcliffe) Br. Sec
Project No. 05-1300(1)
Harney Co.

Concerning the matter of a public hearing for the subject project, Harney County stipulates the following:

1. The project assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the project assessment adequately describes theproject and its impact on the area there is no need for a study report.
4. The County has explained the project to the affected property owners; no one has objected to the project or the required right of way; and no one has requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

Dale White
County Judge

cy Gerald Wimer
F. E. Terpin

PROJECT MANAGEMENT
CCE ☐
FAE ☐
JUL 6 1978
TAA
FIL
LG

8783

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1300 (1)

STATE PROJECT NO. See Below

COUNTY NAME Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.

ITEM NO. 80054

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State Of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non Federal aid
12/15/77	7/5/78	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Silvies River (Standcliffe) Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

7-14

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/5/78		for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8783

ENVIRONMENTAL REVIEW CHECKLIST

Harney

ALL CLEAR 6/28/78
Donald L [illegible]

_____ Bid Letting _____ All Clear Deadline

SECTION Silvies R. (Standcliff) Br.
Highway County Rd
County Harney Region 5
Type of Work G-P-Str Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No problems not covered by Permits
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☐	☐	☐	☒	

8783 6-21-76

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Plan, Profile, Typical Sections & Summary

STATE OF

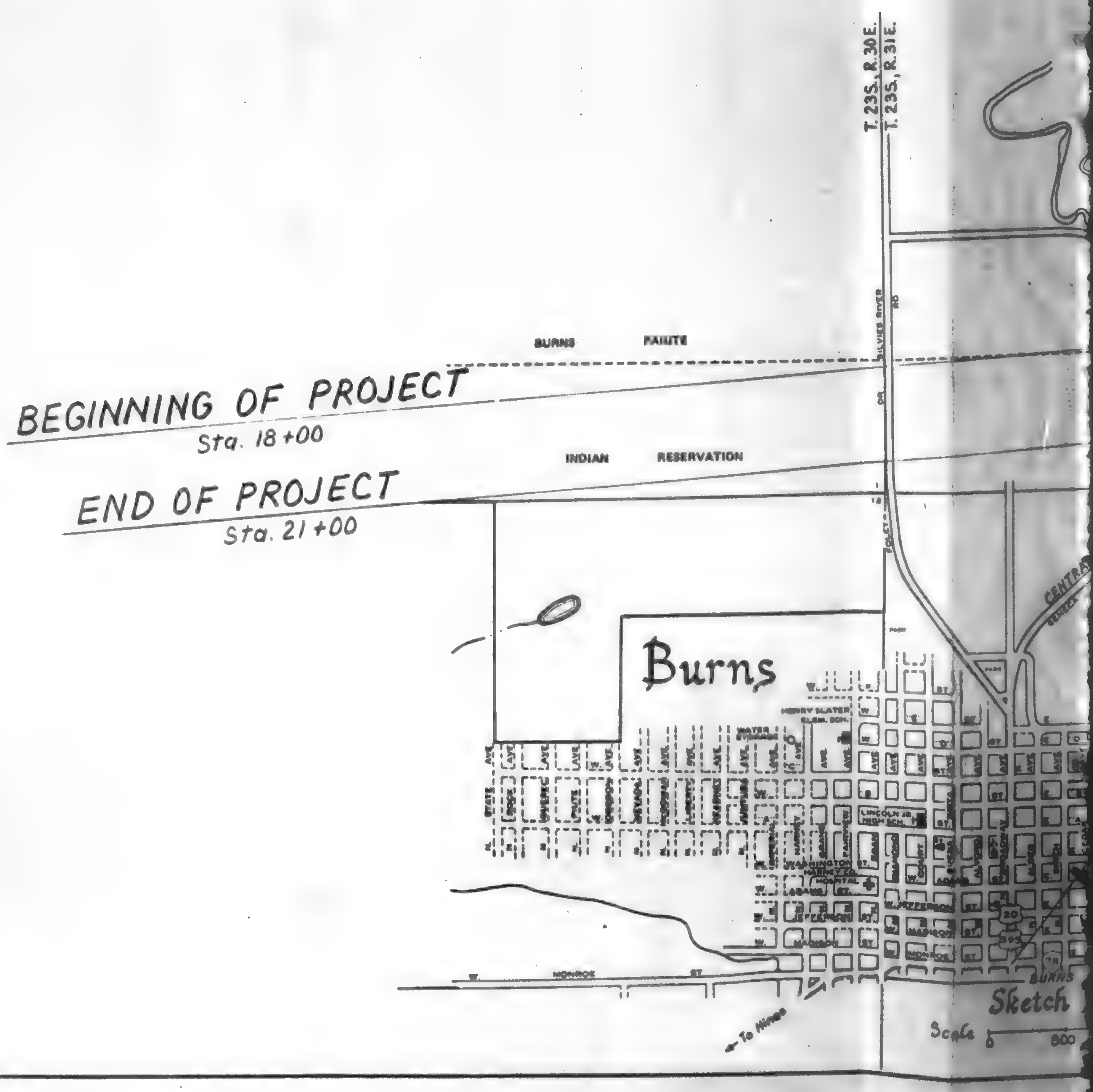
STATE HIGHWA

PLANS FOR PROPO

SILVIES RIVER (STANDC

COUNTY R

HARNEY CO



BEGINNING OF PROJECT
Sta. 18+00

END OF PROJECT
Sta. 21+00

Sketch

Scale 0 800

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 22 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

SILVIES RIVER (STANDC
COUNTY R
HARNEY COU

FED ROAD Div. No.	STATE	
10	OREGON	

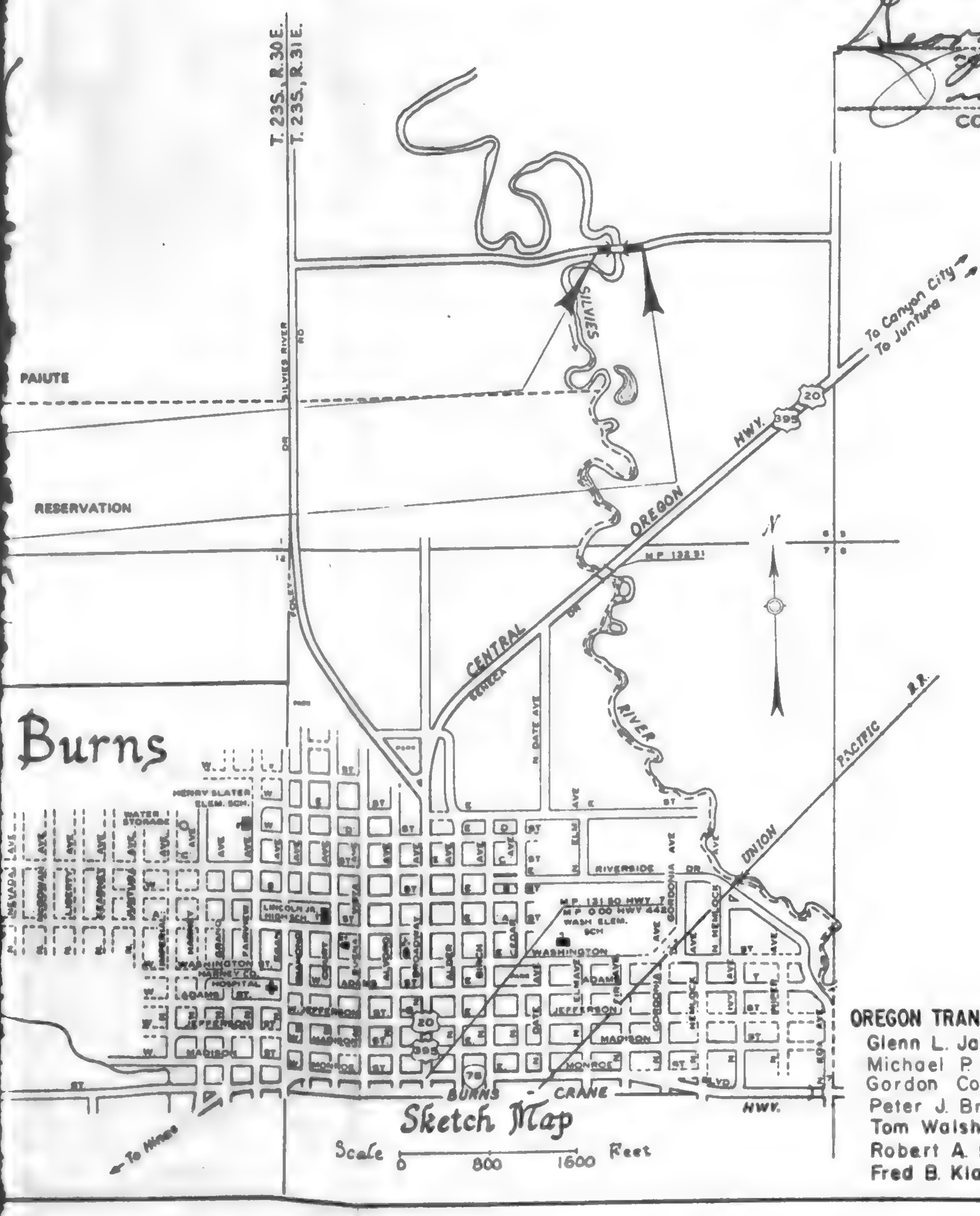
S RIVER (STANDCLIFFE) BRIDGE SEC.

COUNTY ROAD

HARNEY COUNTY

APPROVED June 21 1978
COUNTY COURT OF Harney COUNTY
BY Dale White
COUNTY JUDGE
George W.
COUNTY COMMISSIONER

COUNTY COMMISSIONER



Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

H. S. Coulter STATE

E. S. Hunter TEC

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT
FEDERAL HIGH
APPROVED:

DISTRICT EN

SILVIES RIVER (STANDCLIFFE) BRIDGE SEC. COUNTY ROAD HARNEY COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OS

PRELIMINARY COPY
MAY 22 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON
HWAY DIVISION
PROPOSED PROJECT

NDCLIFFE) BRIDGE SEC.
NTY ROAD
EY COUNTY

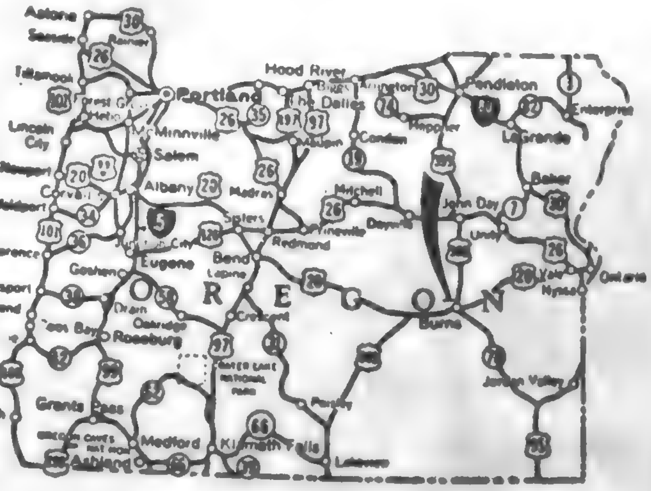
APPROVED June 21 1978

COUNTY COURT OF Harney COUNTY

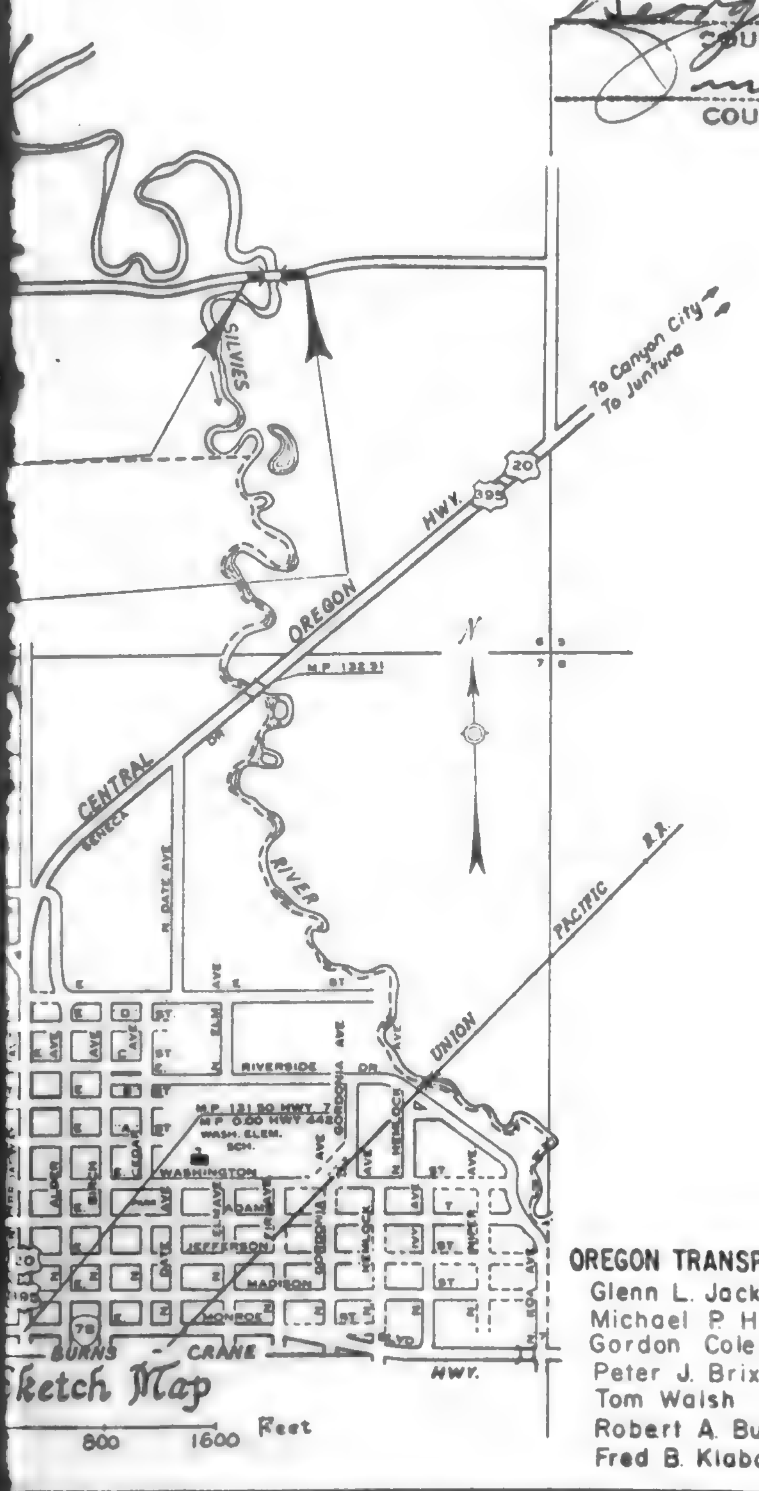
BY Dale White
COUNTY JUDGE

COUNTY COMMISSIONER

COUNTY COMMISSIONER



PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
800 1600 Feet

H. S. COULTER

EDGAR S. HUNTER
MAY 13, 1960

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

8783

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: June 9, 1978

SUBJECT:
Standcliffe Bridge
Silvies R. (Standcliffe) Section
County Road 616
Harney County
Bridge 16342
SOSR

Enclosed are two reduced prints of drawings 33486, 33487, and 33488, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $93,000.

It is planned to call for bids on this secton on July 27, 1978.

These prints are sent to you for a field review. Please return one set by June 15, 1978 with your comments and/or corrections noted thereon.

SKS:dh
Enclosures

cc Joseph R. Miles
(Harney Co. Roadmaster) /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Engineering /w/ 1 set
B. N. Harcher /w/ 1 set

PROJECT MANAGEMENT
PME CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
JUN 12 1978
File: PM FA
LG OP
TAA HAL

8773

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

June 6, 1978

Hon. Dale White
Harney County Judge
P. O. Box 1147
Burns, Oregon 97720

Dear Judge White:

Silvies River (Standcliffe) Bridge Section
County Road 616, Bridge 16342, SOS-R Project

Enclosed are three copies of Drawings 33270 and 33127 which are the preliminary plan/elevation and vicinity map for the Standcliffe Bridge.

The estimated cost of construction, including 4½% contingencies and 9% for engineering, is $93,000. This amount, coupled with the anticipated amount of $7,000 for preliminary engineering, is well below the reconnaissance estimate of $150,000.

Please examine the plans carefully and if found to be acceptable, present them to the Court for signature. After the plans have been signed, return two copies to me, retaining one copy for your records.

Our proposed bid letting date of July 27, 1978 remains firm. Your prompt action will assure us of maintaining this schedule.

Sincerely,

RC Lang
R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosures

cc Gerald Wimer
Ted Thompson
D. O. Christensen
Barry Hatcher

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
JUN 8 1978
File: PM FA
TAA ________ LG OP

Form 81-734-3122

8783

STATE OF OREG N

INTERO CE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Attention Mr. R. C. Lang
Reg. Federal Eng.

DATE: June 2, 1978

FROM: T C Thompson
T. G. Thompson
Supervising Design Engineer

SUBJECT:
Standcliffe Bridge
Silvies River(Standcliffe) Br. Section
County Rd. 616
Harney County
Bridge 16342

Enclosed are four reduced prints of Drawings 33270 and 33127, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $93,000.

These are being sent to you to obtain County's approval. Please return one set to this office with the Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on July 27, 1978.

SKS:smd

Encl.

cc H. A. Schell /w/ 1 encl.
Engineering (Design) /w/ 1 encl.
County-City Unit

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 5 1978 Bo
vk
File: PM FA
TAA ________ LG OP

81-125-1387

8723

OREGON STATE HIGHWAY DIV[illegible]ON
117 DOT Building
Salem, Oregon 97310

2013

Attention: Right-of-Way Section 3-1

Subject: Federal Aid Project No. SOS-1300(1)
Project Name Silvies River (Standcliffe) Bridge Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon, this 1 day of March, 1978

C.C.–D.E. Swan
Roger Trygstad
C.T. Keasey

County of Harney
Dale White
County Judge/~~Chairman~~

George W.
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date March 10, 1978

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8783

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 23, 1978

FILE:

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

TO: F I L E

SUBJECT: Silvies River (Standcliffe) Bridge
County Road No. 616
Harney County
SOS

The proposed bridge will replace an existing four-span, 70-foot timber structure on a slightly improved alignment.

Hydrology

The Silvies River collects the runoff from the basins which surround the Burns area. Above the proposed bridge site the river drains an area of approximately 1012 square miles. The US Geological Survey has maintained a waterstage recorder (gage number 393500) approximately ten miles upstream from the subject structure. Estimated peak flows at the bridge site based on this gage data are listed below. It should be noted that these values have not been adjusted to include the additional runoff from the basin area between the gage and the bridge site. It is felt that conservative results will be obtained by using the discharges measured at the gage since considerable floodplain storage is available downstream from the gage. Such storage tends to maintain or reduce peak flows despite the additional drainage area.

Recurrence Frequency	Peak Flow
5-year	1985 cfs
10-year	2540 cfs
25-year	3325 cfs
50-year	3970 cfs
100-year	4675 cfs

The largest flood of record occurred during April 1952 when a discharge of 4960 cfs was measured at the gage (estimated recurrence frequency of 140 years); however, 3120 cfs (20-year recurrence frequency) was chosen as the design flood for reasons discussed below.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 24 1978
File: PM FA
LG OP
TAA

Hydraulic Design

The surrounding floodplain elevation is 4160.0+ as shown on the vicinity map which is also the top of bank elevation for the Silvies River. Based on the available stream cross sections, the bank full river capacity is about 3120 cfs which corresponds to the discharge measured at the gage during the December 1964 flood. It was assumed that any additional discharge greater than 3120 cfs would be stored on the floodplain or overflow into one of the sloughs northeast of the bridge site where additional drainage structures are located. With the available floodplain storage, it is felt that the highwater elevation at the bridge will remain relatively constant for discharges 3120 cfs and greater. The design highwater elevation at the bridge is 4160.2 feet (MSL). Under design conditions the existing bridge produces 0.2 foot of backwater.

A 65-foot, single-span bridge with vertical abutments would be an improvement over the existing bridge. This structure type creates less than 0.1 foot of backwater under the design conditions and provides an unobstructed waterway area of approximately 530 square feet. A multiple-span structure should be the same length as the existing bridge.

Riprap

Riprap will be required if the existing abutment slopes are disturbed during bent construction. A 12-inch blanket of Class 50 riprap is adequate. The riprap should have a toe trench and be placed to elevation 4161.0 (MSL).

DWB:jp

cc F.E. Terpin
Don Harwell
Walt Hart
Jack Davis
W.E. Schwartz
D.O. Christensen

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1952)
Discharge - cfs	3120	4675	4960
Discharge - m³/s			
Frequency - yrs.	20	100	140
H.W. Elevation Natural Channel ft.	4160.2	4160.2	4160.2
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	6		
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Silvies River (Standcliffe) Bridge
County Road No. 616
Harney County

COMPILED BY: Dave Bryson

DATE: February 17, 1978

8783

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Harney County Court
Courthouse
Burns, OR 97720

Attention of Joseph Miles
Road Supervisor

Request No. (assigned by staff engineer or head of section) CC 1780

Date 2/17/78

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $980.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the Advance Deposit	200.00	
		To be transferred to State Highway funds for the Silvies River (Standcliffe) Bridge, OS-1300(1) Covered by agreement #6251		$780.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 980.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
213-1994-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8783

Harney

☐ RE ☐ RCE ☐ RMT ☑ ROE

☐ RFA FILE: FEB 7 1978 ☐

RECEIVED
REGION 5 OFFICE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Burns, Oregon
February 3, 1978

B.N. Hatcher

FROM: B.N. Hatcher
Resident Engineer

TO: W.E. Schwartz
Regional Engineer

LAGRANDE

SUBJECT: Silvies River (Standcliffe Bridge)
Co. Rd. #616 O.S. 1300(1)
Harney County
Prefix 213-1994

Attached is a letter from Harney County stating that no chemical deicing agents will be used on the subject bridge.

This letter or a copy thereof should be forwarded on to Salem for inclusion with the location data.

BNH/kf

2/7/78 cc ~~Walt Hart~~ w/attach (Original) - Please take appropriate action.
Versteeg "
Bob Aldrich

RECEIVED
FEB 08 1978
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
☐
Do Not File
Return To
Bring Up / /
Action

County Court *for* Harney County
P.O. Box 1147
BURNS, OREGON 97720

January 31, 1978

Mr. Barry Hatcher
Resident Engineer
State Highway Division
P. O. Box 31
Burns, Oregon 97720

Dear Barry:

This is to notify you that Harney County will not be using any chemical de-icers on the Silvies River (Standcliffe) Bridge.

Sincerely,

Dale
Dale White
Harney County Judge

DW:ed

RECEIVED
FEB - 2 1978
B. N. HATCHER
RES. ENGR.

8783

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

Hon. Dale White
Harney County Judge
Courthouse
P. O. Box 1147
Burns, Oregon 97720

Dear Judge White:

RE: Final Project Assessment, Silvies River (Standcliffe) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

RC Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Gerald Wimer
Barry Hatcher

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 6 1978
File: PM FA
TAA ______ LG OP

Form 81-734-3123

8783

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, OR 97850

December 30, 1977

FILE:

FROM: W. E. Schwartz G. L. Epley
Region Engineer

TO:

Frank Terpin
Location Engineer

SALEM

SUBJECT: Silvies River(Standcliffe) Bridge
County Road No. 616
Harney County

213-1994
OFF SYSTEM

Herewith the above survey project. The region office retained copies of the items listed, except the field notes and the photos.

If more field work is needed, please let the region know and we in turn will let the resident engineer know what he should get. We noticed that a three line profile wasnot plotted on the vicinity map but the notes have been taken so that the plotting can be made.

To [illegible]
[illegible]
1/4/78 [illegible]

RECEIVED
5 1978
LOCATION
SECTION

REFERRED TO
Pete
By Location Engineer

LOCATION NARRATIVE REPORT

Silvies River (Stand-cliffe) Bridge
County Road # 616
OS 1300 (1)
Harney County

This proposed bridge replacement project is located approximately 1½ miles north of Burns, where county road # 616 crosses the Silvies River.

The County desires to replace existing 20' x 70' timber structure with a concrete one 28' wide and of similar length. They also wish to change the alignment of the structure slightly (as shown on vicinity map) to ease the severity of the curve at the east end of the bridge. Guard rail should be included on all four corners, with possibly a longer run on the N.W. side if the County so desires.

Through the valley, The Silvies is a sluggish, meandering stream with the only significant flow being at irrigation dams. Through investigations and conversations with the local landowners, we have determined that the highest known water of recent times (25 years) was during the winter of 1964-65. During this flood, the water was not over the road or bridge. This would indicate that the present grade and waterway are adequate. Drift accumulates on the center pile bents, so a clear span would be an improvement.

Some thought was given to moving the structure back to the west and making a channel change to eliminate having a sharp curve right off the end of the bridge. This was dismissed as it would involve conflict with land ownership and untold amounts of red tape with other agencies.

It would probably be best to coordinate the project with the irrigation season so that the work could be done when water is down. This would be late summer or fall. As it now appears, there will be a heavy runoff next spring, However, the County would like to expedite construction as they presently have a load limit on the bridge and it is closed to all traffic other than cars and pickups.

The road can be closed to through traffic during construction as it isn't far to go around from either end.

This has been classed as a Category 3 Project of Non-Major Action.

B. N. Hatcher

B. N. Hatcher
Resident Engineer

8783

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 19 1977
File: PM FA
TAA ________ LG OP

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1977

The Honorable Dale White
Harney County Judge
Harney County Courthouse
Burns, Oregon 97720

Dear Judge White:

RE: Silvies River (Standcliffe) Bridge
Road 616

The Safer Off System Roads project which you applied for has been approved by the Federal Highway Administration for preliminary engineering.

Preliminary engineering, in this case, covers field work, hydraulics study, foundation exploration, final design, estimates of cost and writing of specifications. Anticipated costs for preliminary engineering is $7,000.

Under terms of the Construction-Finance Agreement dated August 17, 1977, page 2, item 3, the county shall forward its advance deposit in the amount of 14 percent of the total estimated cost for each portion of the work.

$7,000 x 14% = $980

Actual bridge design is being performed under O.R.S. 369.210 at no cost to the county.

Please forward your advance deposit, made payable to the Highway Division, so we may proceed with all phases of preliminary engineering.

Sincerely,

Roger Lang dlm

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm

cc: Gerald Wimer
Barry Hatcher

Form 81-734-3125

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO[illegible]AND/OR AUTHORIZATION

8783

12-15-77

FEDERAL AID PROJECT NO. OS-1300(1)

[illegible]TE PROJECT NO. See Below

COUNTY NAME Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80054

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-15-77	Non Federal Aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Silvies River (Standcliff) Bridge"

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Construction

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-13-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $144,000 federal funds $123,000 in accordance with the pro-visions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-77	V. V-	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7783

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1300(1)

STATE PROJECT NO. See Below

COUNTY NAME Harney

PROGRAM NO.

ITEM NO. 80054

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-29-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Silvies River (Standcliffe) Bridge"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION: TEC NTE $7,000, F.F. $6,000

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swans 11-18-77 letter.

NOTED
F. B. KLABOE

[illegible]
12-

DATE 11-29-77

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 18, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80054
Project No. OS-1300(1)
Silvies River (Standcliffe) Bridge
Harney County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

> Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $7,000 with an obligation of $6,000 in federal funds.

CL:dmc
Enc.
cc: W. Schwartz, Region 5
✓H. Reynoldson

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR

(PPM 2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. November 18, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approximately .5 mi. N. of Burns 21 65	**ADT**	PRESENT DHV 10 80	FUTURE N/A (66) (70)	YEAR 97 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (7

CARD	CLASS OF FEDERAL FUNDS Off System Roads	COUNTY NAME	
	NAME OF URBAN AREA -- 17-31	ROUTE NO. N	FEDERAL-AID Non

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	115	51	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**			0.1	7,000	6,000
5					**ROW**					
5					**CONST** (CODE) X080		"Silvies River (Standcliffe) Bridge"	0.1	144,000	123,000

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.1	151,000	129,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 10 80	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80054 (14) (18)

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	OS - 14 23	1300 (1) 7	13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Harney	025 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non (32)	Co. Rd. (36)	(37) -- (41)

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			
	7,000	6,000	--	1,000 (Co.)	
	144,000	123,000	--	21,000 (Co.)	ROW-70' minimum; Access Control-none; Parking Restrictions- None
	151,000	129,000	--	22,000 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SILVIES RIVER (STANDCLIFFE) BRIDGE
PROJECT NO. OS-1300(1)

Existing Facilities:
Roadway -- 28-foot gravel surface.
Structure -- 4 span wooden bridge on timber piling, length 70' with 20 foot roadway. Posted for 15 ton load limit.

Adjacent Sections: Same as existing roadway facilities

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Remove existing structure and construct 72 foot reinforced concrete bridge on existing alignment with a 28 foot roadway, grade and surface approaches and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 4, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

SRS 0020

Form 81-734-3030

8783

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Silvies River (Standcliffe) Bridge SO3

Date Nov. 7, 1977, 19

Highway Road 616

Authorization No. 1

County Harney

Survey Prefix 213-1493 (Assigned by Salem office)

Description of termini, route, length, etc.:

From MP 0.5 to MP 0.6 on Co. Rd. 616

Purpose of survey: Design Structure

Estimate of cost: Bridge 906 3,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$3,500
Previous authorization	
Additional authorization requested	1
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pe[illegible]
Location Engineer

Approved:

E S [illegible]
Tech. Serv. Engr.
~~Assistant State Highway Engineer~~

CONST
CONST ☒

EP*19760-734

wR

8783

September 8, 1977

Harney County Court
Courthouse
Burns, OR 97720

Attention: Avel Diaz
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6251

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Silvies River (Stancliffe) Bridge Section of County Road No. 616.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harvell (agreement attached)

8783

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: August 18, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. OS-1300(-)
Silvies River (Standcliffe) Bridge
Harney County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 0 6 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt

Attachment

ESH
DEPUTY STATE HIGHWAY ENGINEER
DATE 8-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore
B. L. Gifford

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 18 1977
File: PM FA
TAA ______ LG OP

81-125-1387

14

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: August 4, 1977

In reply refer to: HB.4-OR/OS-1300(-)

SUBJECT: Oregon Project OS-1300(-), Project Assessment
Silvies River (Stand Cliffe) Bridge
Harney County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The subject project assessment submitted with Mr. Wimer's July 27, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur in your traffic noise analysis.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)
(Env.)

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
AUG 17 1977
File: PM FA
LG OP
TAA ____________

CATEGORY
3 PROJECT

NON-MAJOR
OS-1300(-)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 26, 1975

A. PROJECT IDENTIFICATION

Name of Project Silvies River (Standcliffe) Bridge
(Section)

Location of Project - County Road (½ mile North of U.S. 20/395 at Burns)
(Highway Name) (Highway No., US - ORE)

(City)
Harney
(County)
5
(Region)

Program Section 219 of US Code (Off System)
(Funding)
$150,000
(Estimated Cost)
(Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a new, adequate and safe structure across the Silvies River. There is a 30,000 lbs. load limit on the present narrow (20 feet wide) bridge. The roadway is 28 feet on either side of bridge.

Origin and History:

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length To be determined. Design in work.

Termini It is located near center of Sec. 6, T. 23S., R. 31E. W.M. County Road ½ mile north of U.S. Route 20/395, outside the city limits of Burns.

Alignment (new or existing) Existing

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use) No additional R/W required.

Typical Section Two lanes with shoulders.

Bikeway N/A

Structures New bridge.

Additional Facilities None anticipated.

Access Control N/A

Materials Supplied from commercial sources, as required.

Borrow and Waste Disposal N/A

Special Construction Methods All precautions to prevent water pollution.

Characteristics (ADT) 80 (ADT is 600 in summer tourist months and during hunting season.)

Other General Information (or Supplemental information to items) Most of the local traffic stems from tourist (especially fishermen and hunters) and logging operations. Bridge can be closed during construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

There are no design alternatives except to close the road when the bridge becomes unsafe for less than present load limit.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) No hearing has been held. County personnel have talked to people living in the vicinity about the replacement of this bridge.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) To be determined.

A-95 Review: ☐ Not Required ☒ Required

Date Submitted When project is approved for funding. Date Received ______

Expected Coordination with Local, State and Federal Agencies

Full coordination with Local, State and Federal Agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status		Date
☐	Survey Authorization	
☐	Reconnaissance	
☐	Field Location	
☐	Office Location	
☐	Field Prel. Design	
☐	Office Prel. Design	
☐	Final Design	
☐	Contract Plans	

FHWA

Status		Date
☐	Systems Planning	
☐	Prel. Engineering	
☐	Corridor Approval	
☐	Design Approval	
☐	Plans, Specifications and Estimates Approval	

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

This bridge is located in the start of the Harney Basin plateau. It is flat agricultural land. This land usually produces two good (plus one fair) alfalfa crops per year and many varieties of grains are grown. The elevation is near 4150 feet. The Silvies River drains a large area to the north with the mountains rising to 9000 feet. The area supports a large Ponderosa Pine forest and grazing land.

The Silvies River supports native rainbow trout and Bass. There are areas at the crossing where bass populations are significant. It is desirable to preserve these areas. Mitigative actions should include keeping equipment out of the river as much as possible. Construction activities should be coordinated with management plans of State Department of Fish and Wildlife. No anadromous fish are present; however the Silvies is a perrenial stream.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Logging, agriculture and recreation dominate the land use with livestock production included in agriculture. Logs are transported from northern Harney County and southern Grant County to Hines for processing into various timber products. One of the largest pine mills in the world is located at Hines, Oregon, which is 3 miles south of Burns. Burns is the Harney County seat. Over 100,000 cattle are supported on Harney County ranches and range land. Nearly all land is in multiple use. Noise, and air and water quality will be affected slightly by the reconstruction of this bridge.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional right-of-way required. Construction would take place in existing right-of-way.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

None

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Changes not anticipated.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

Aquatic habitat quality in the Silvies River would decrease temporarily during and after construction. Mitigation measures will be incorporated to preserve game fish populations.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

Possible small amount of water habitat degradation during construction. All precautions possible will be taken to prevent any problems.

7. Potential for Controversial Issues:

Same as No. 6 above.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N/A

   b. Noise Standards

      N/A

   c. Water Quality Standards

      N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

N/A

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

N/A

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

N/A

J. ~~PROJECT~~ (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

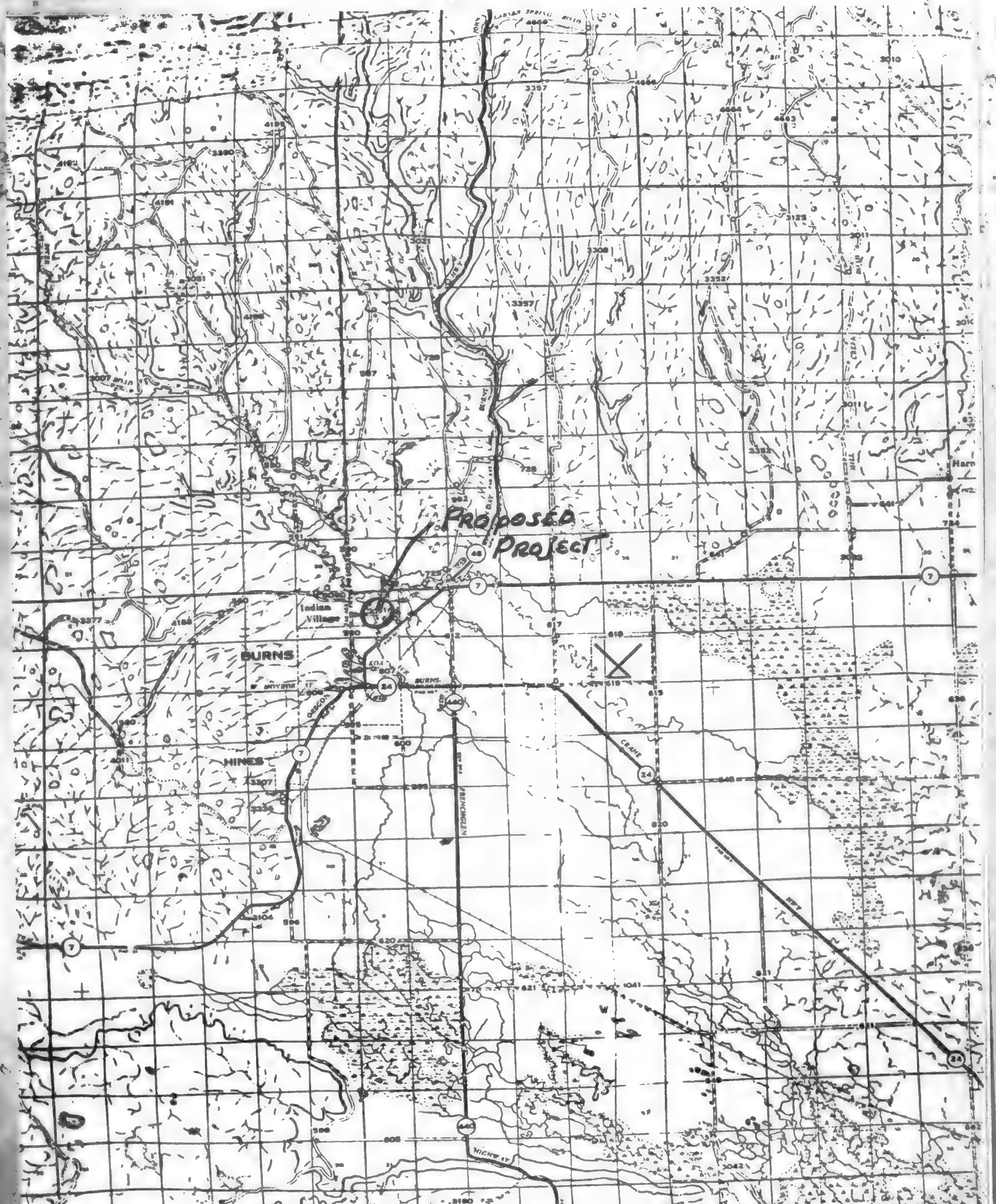
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________


PROPOSED PROJECT
Indian Village
BURNS
HINES
7
24

8783.

8

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

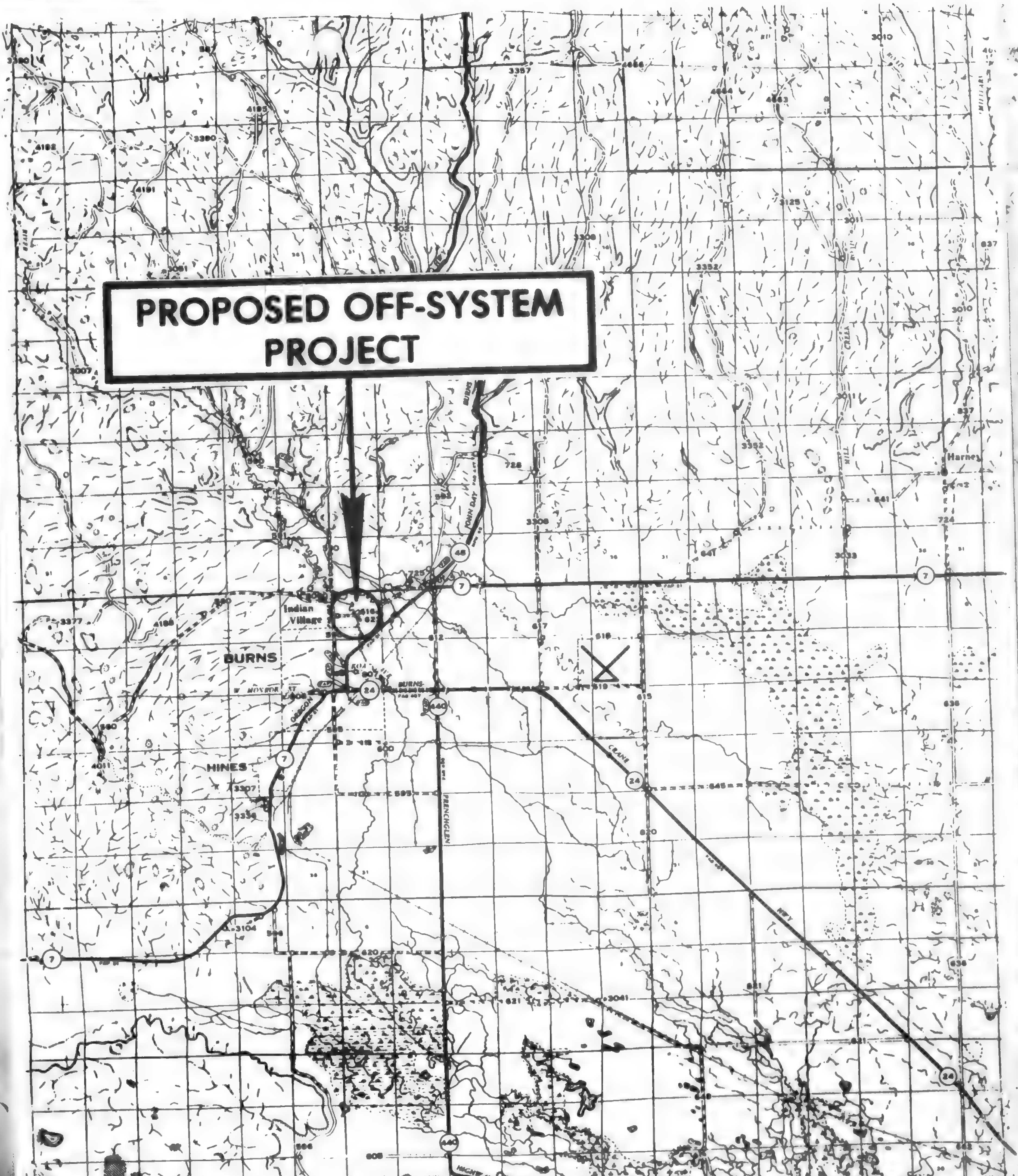
HARNEY COUNTY
Proposed SOS-R Project

Silvies River (Stancliffe) Bridge
County Road No. 616
Grade, Pave and Structure
$150,000

This project consists of replacing an inadequate, narrow bridge spanning the Silvies River (about one-half mile north of Burns) with a modern structure on the present alignment of County Road No. 616. Construction of approaches will be included in the project.

State will perform preliminary and construction engineering.

77-a
7/5/77


PROPOSED OFF-SYSTEM PROJECT
Indian Village
BURNS
HINES
Harney
7
24
440
48
CRANE
HIGHWAY

8783

OSR

PROJECT MANAGEMENT
SEP 14 '76
REFER TO
FOR
☐ Info
☐ Investigate
☐ R/D
☐ Action
☐ File
☐ Letter
☐ See me

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 13, 1976

The Honorable Dale White
Harney County Courthouse
Burns, Oregon 97720

Dear Judge White:

RE: Proposed Off-System Project, Silvies River (Standcliffe)
Bridge Section, OS-1300(1)

Your request for the Highway Division to perform the necessary engineering on the above project has been approved. Also the project limitation of $250,000 includes the cost of actual construction, preliminary engineering, and construction engineering. This should allow adequate funding for the project if our project estimate is anywhere near accurate.

The Highway Division intends to present the project to the Department of Transportaion Commission on September 28, 1976 for action. Upon approval an agreement will be prepared and forwarded for your execution.

2871

At this time, we will ask for an advance deposit of 14% of the anticipated preliminary engineering costs.

Do not hesitate to call if you have any questions.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL/dlm
cc: R. H. Prange ✓
Barry Hatcher
Verne Allen
Harlin Gerlach

RECEIVED
COUNTY & CITY SECTION
SEP 1[illegible] 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81-734-3123

8753

OSR

Mr. Roger C. Lang
Region 5 Federal Aid Engineer

September 10, 1976

Robert H. Prange
Rural Engineer

Proposed Off-System Project
Silvies River (Standcliffe) Bridge Section
Harney County

You may inform Harney County that the State will perform the engineering work for the subject Off-System project. They would also be informed that the $250,000 project limit includes not only actual construction, but all engineering and other charges for which federal funds are to be collected.

We intend to send the project to the September 28 Commission meeting for approval, after which a project agreement will be sent to the county for signature. At that time they will be expected to make an advance deposit in the amount of 14 percent of the State's anticipated preliminary engineering costs.

RHP:sch

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

SRS 0020 ?

Form E-30 (Rev. 9-71)

7703

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Silvies River (Standcliffe) Bridge

Highway Road 616 O.S. 1300(1)

County Harney

Date September 10, 1976

Authorization No. 1

Survey Prefix 213-1994 (Assigned by Salem office)

Description of termini, route, length, etc.:

From MP 0.5 ± to MP 0.6 ± on County Road 616.

RECEIVED
COUNTY & CITY SECTION
SEP 1
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☑ CPE ☐

Purpose of survey:

To prepare vicinity map and obtain necessary foundation data to design replacement structure.

Estimate of cost:

Field	901	3,000
Plans	905	500
~~Bridge~~	~~906~~	~~3,500~~
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	2,500

OS-1300(1)
11-29-77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 7,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Regionla Federal Aid Engineer XXXXXXXX

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy

Assistant State Highway Engineer

STATE ☐ CO[illegible]
FED-AID ☒ CONST ☒
DATE APP. 11-29-77

F.A.

SP*23604-734

8783

OSR
Harney Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 1, 1976

FROM: R C Lang
R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

SALEM

SUBJECT: Proposed Off-System Project
Silvies River (Standcliffe)
Bridge Section
Project No 5OS-1300(1)
Harney County

Attached is a copy of a letter received from Judge Dale White requesting the Highway Division to perform the necessary engineering on the above project. Apparently the county has not been favorably impressed by the consultant engineers who have indicated an interest in the project.

In as much as the county has requested us to perform the necessary engineering and we have engineering forces available in the Burns area, it is recommended by the Region that we perform the engineering work.

Your approval is recommended.

RCL/dlm
Attachment

cc: Dale White

$ 250,000

~~To Trans. Comm. Sept. 78.~~

7-20-77
SURVEY AUTHORITY TO
TERPIN - ASSESSMENT
TO ~~[illegible]~~ GIFFORD.
N

PROJECT MANAGEMENT
SEP -2 '76
REFER TO
H
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ U
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

County Court *for* Harney County
P. O. Box 1147
BURNS, OREGON 97720

August 27, 1976

☒ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE AUG 30 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. R. C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Roger:

Harney County has contacted or been contacted by several firms to perform the necessary engineering on the proposed off-system bridge over the Silvies River (Standcliffe). It was the opinion of the Court, after reviewing all of the possible alternatives, that the interests of the County would best be met by requesting the State to perform these services.

I would, therefore, request that our application for this project be amended to delete that portion whereby we would obtain the services of a consultant. I would also request that Oregon State Highway Division perform all of the engineering services required on this project.

Sincerely,

Dale

Dale White
County Judge

DW:ed

8783

Harney Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 12, 1976

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

R. C. Lang

TO: George N. Hopkins
Local Government Projects Engineer
County-City Unit

SALEM

SUBJECT: Proposed Off-System Project
Silvies River (Standcliffe)
Bridge
Harney County

On August 4 I met with Judge Dale White and Roadmaster Joe Miles to discuss various matters concerning Title II and 219 Off-System projects.

During the conversation Judge White indicated a desire to have the Highway Division perform preliminary engineering on the above project. Apparently the consultants contacted by the county just haven't filled the bill.

I have asked Judge White to make a formal request for the service, as the project application shows the county will obtain the services of a consultant.

cc ✓ E. S. Hunter

Ed what is our position on engineering on Off-System projects?
Geo Hopkins

8-17-76
George -
We will do at the request of the local officials
Ed.

Note!!

RCL:je

cc: Hon. Dale White
B. N. Hatcher

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PROJECT MANAGEMENT
AUG 17 '76
REFER TO
FOR
Info | Investig | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
AUG 18 1976
☐ ENGR ☐ COOR ☑ UE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

10-75

Harney County

Safer OFF SYSTEM Roads Project

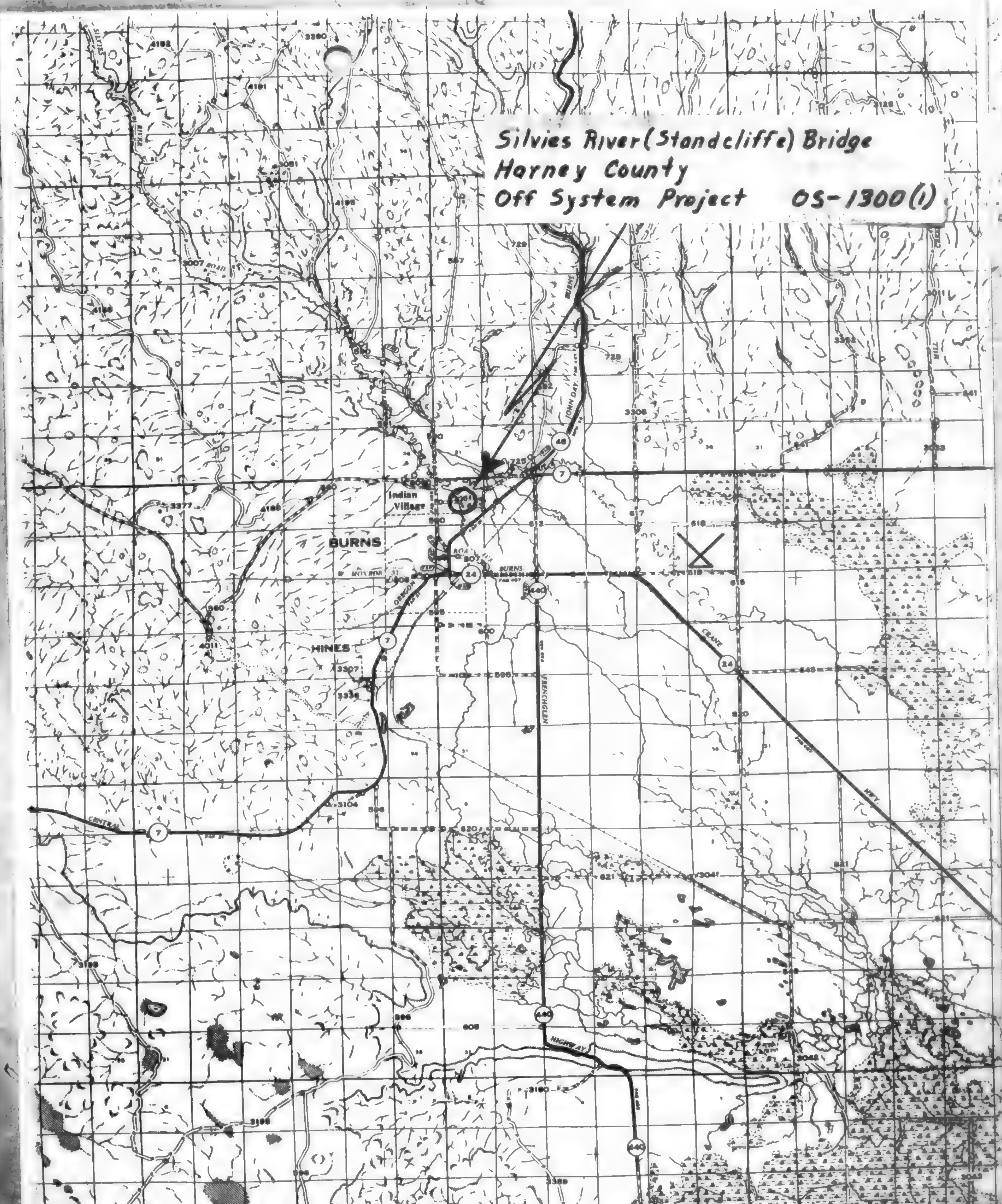
Project # 05-1300(1)

Silvies ~~River~~ (Stand cliffe) Bridge
Bridge and approaches
$250,000

Construct a reinforce concrete bridge approx 70 feet long with a 28' roadway at the existing location and alignment. No sidewalks. Contractor is also to construct to the connection, and approaches, install the guard rail, sign project outside of work area, place riprap and remove and dispose of the existing bridge. No additional R/W. Hearing need is not required. PE and construction engineering by consultant

County will close road during construction

Engineering by consulting firm



Silvies River (Standcliffe) Bridge
Harney County
Off System Project OS-1300(1)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 29, 1975

R C Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed Off-System Project
Standcliffe Bridge
Harney County

TO: George Hopkins
Project Development Engineer
Project Management Section

SALEM

Copy of Assessment
to Potter
10/30/75
HR

Attached is a project request and environmental assessment for the above subject project as submitted by Harney County.

The estimated cost of $150,000 appears to be within present construction costs and should allow adequate monies for preliminary engineering and construction engineering. The county is asking for actual design of the bridge to be performed by the Highway Division as provided for by O.R.S. 369.210.

A consulting engineer has not yet been selected for the proposed project.

Hal
This is a revised
application from
Harney. Its carried
as an over just a
project Z-5. the
Please process the
attached assessment.
and file after review.
Geo H.

RECEIVED
COUNTY & CITY SECTION
OCT 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

RCL:je
Attachments

cc: Dale White

MANAGEMENT SECTION
ACTION INFO
ENGR.
COUNTY CITY
FEDERAL AID
INVENTORY NEEDS
REMARKS
OCT 30 1975

ROAD DEPARTMENT
County Court *for* Harney County
P. O. Box 1147
BURNS, OREGON 97720

October 24, 1975

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE OCT 27 1975 ☒
☐ RDE **RECEIVED** ☐
REGIONAL OFFICE

Mr. R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

In accordance with your letter of September 29, I have completed and enclose herewith application and environmental assessment covering our number one priority project, Standcliffe Bridge, to be funded under the Off-System Roads Program.

Very truly yours,

Joseph R. Miles

Joseph R. Miles ea
County Road Supervisor

/ed

Enclosures

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10/24/75

A. PROJECT IDENTIFICATION

Name of Project Standcliffe Bridge on Silvies River
(Section)

Location of Project - County Road ½ mile North of Burns
(Highway Name) (Highway No., US - ORE)

(City) Harney (County) 5 (Region)

Program Section 219 of U.S. Code Off System – Cost $110 880.00
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide an adequate safe structure across the Silvies River for the motoring public.

Origin and History: Existing Structure is on County Road. There is a 30 000 lbs load limit on present bridge and it is narrow (20'). The roadway is 28' on either side of bridge

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 72'

Termini It is located near center of Sec. 6, T.23S., R. 31E. W.M.

Alignment (new or existing) Existing Right of Way

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use)

No Additional R/W required

Typical Section N.A.

Bikeway N.A.

Structures 1 Bridge

Additional Facilities None anticipated

Access Control N.A.

Materials Supplied from commercial sources as required

Borrow and Waste Disposal N A

Special Construction Methods All precautions to prevent water pollution

Characteristics (ADT) 800

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☑ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

There is no design alternatives except to close the road when the bridge becomes unsafe for less than present load limit.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) No hearing has been held but we have talked to people living in the vicinity about the replacement of this bridge.

Public Hearing(s) Schedule: ☑ Not Required ☐ Required

Type________ Tentative Date(s) To be determined

A-95 Review: ☐ Not Required ☑ Required

Date Submitted when Project is approved for funding Date Received________

Expected Coordination with Local, State and Federal Agencies

Full coordination with Local, State & Federal Agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full cooperation with all individuals, groups and organizations if EIS is required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization________________
☐ Reconnaissance________________
☐ Field Location________________
☐ Office Location________________
☐ Field Prel. Design________________
☐ Office Prel. Design________________
☐ Final Design________________
☐ Contract Plans________________

FHWA

Status Date

☐ Systems Planning________________
☐ Prel. Engineering________________
☐ Corridor Approval________________
☐ Design Approval________________
☐ Plans, Specifications and Estimates Approval________________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

This bridge is located in the start of the Harney Basin plateau. It is flat ~~land~~ agricultural land. This land usually produces 2 good plus one fair alfalfa crops per year and many varieties of grains are grown. The elevation is near 4150'. The Silvies River drains an large area to the north with the mountains rising to 9000 ft. The area ~~suppot~~ supports a large Ponderosa Pine forest and grazing land. Adromiwous and some warm water spicies of fish may be taken from the Silvies River.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Logging, Agriculture & Recreation dominate the land use with livestock included in agriculture. Logs are transported from northern Harney County & Southern Grant County to Hines for processing into various timber products. One of the largest pine mills in the world is located at Hines, Oregon, which is 3 miles south of Burns, which is the Harney County seat. Over 100,000 cattle are supported on Harney County ranches and range land. Nearly all land is in multiple use. Noise, and air & water pollution will be affected very slightly by the reconstuction of this bridge.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

None

2. Estimated Changes in Traffic Patterns:

None anticipated

Consequences:

None

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None anticipated

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

None anticipated

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

Possible small amount of water pollution during construction. All precautions possible will be taken to prevent any problems.

7. Potential for Controversial Issues:

Same as above

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

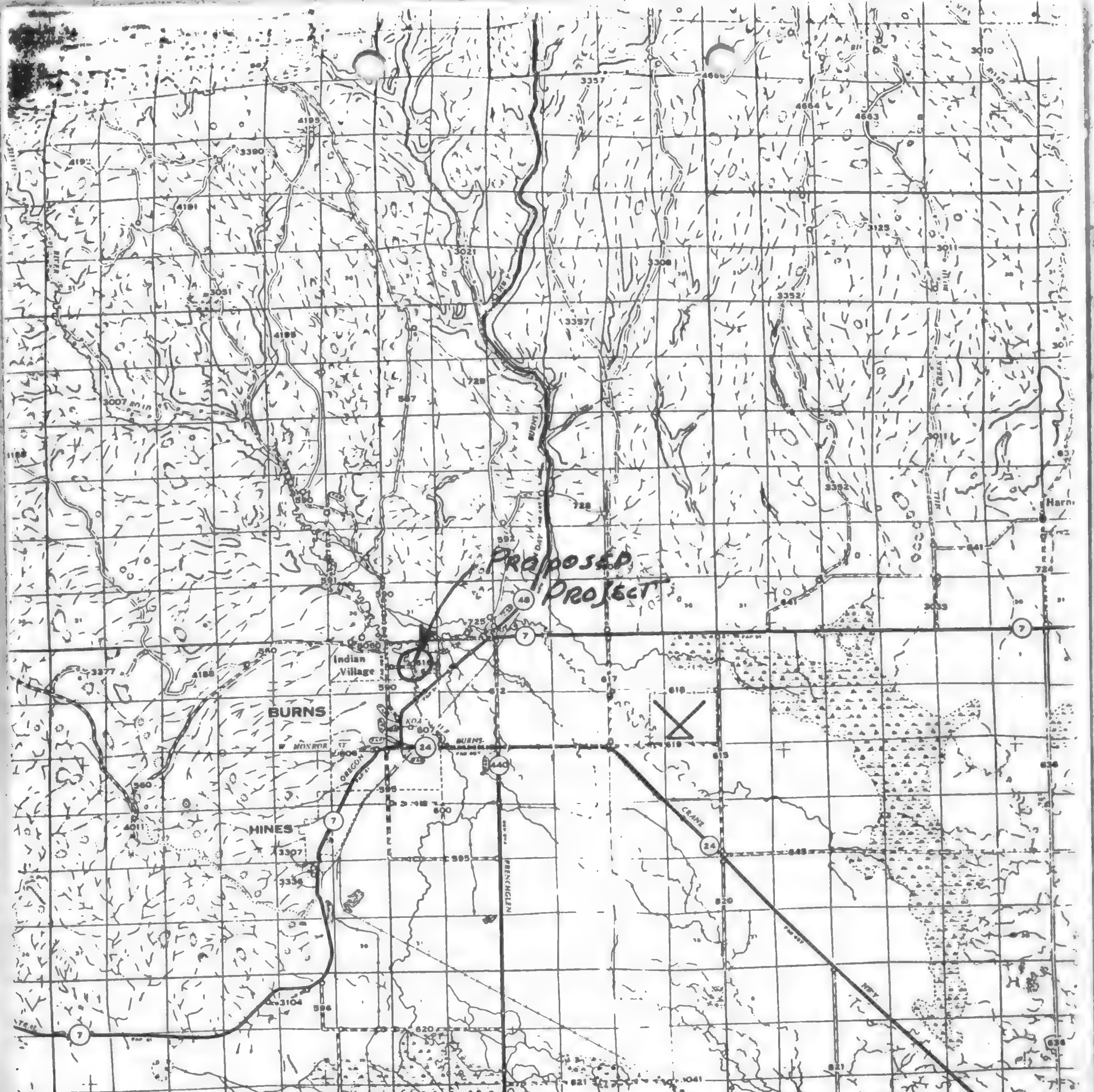
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________



PROPOSED PROJECT
Indian Village
BURNS
HINES
7
24
78
440
W. MONROE ST
OREGON
CRANE
FRENCHGLEN
HIGHWAY
Harney

8783

CSR
Harney Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 22, 1975

Harney County Court
Courthouse
Burns, Oregon 97720

Attention: Honorable Dale White
County Judge

Gentlemen:

This will acknowledge receipt of your Off-System project application for a number of bridges.
Your application was received on August 12, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. Harwell

D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

bc: E. S. Hunter
W. E. Schwartz, Region 5

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8784 Tumble Cr.-Rimrock Cr. Sec 197
of Mt Hood Hwy south of Hood R.
(Grading & paving)

2724

2b

Salem, Oregon
April 19, 1979

d Eriksen
d Eriksen
ign Engineer Supervisor

S. Sawyer
esident Engineer

Tumble Creek-Rimrock Creek Sec.
Mt. Hood Highway
Hood River County

Your "As Constructed Narrative" was interesting and informative. This project had several different kinds of work to protect and restore flood damaged sections of the highway. The removal of the cliff overhang with the crane and headache ball was unusual; but apparently quite effective.

The 90-ton crane seems to have been a very effective piece of equipment for work in the river. The rock grapple intrigues me! I can guess what it is and how it would work and I will be looking for an example as I peruse the construction magazines.

FE:mw
cc: Dale Allen

RECEIVED
APR 19 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

file

Do Not File ☐
Return To
Bring Up / /
Action

8784

2b

Salem, Oregon
April 19, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Tumble Creek-Rimrock Creek Sec.
Mt. Hood Highway
Hood River County

J. S. Sawyer
Resident Engineer

Your "As Constructed Narrative" was interesting and informative. This project had several different kinds of work to protect and restore flood damaged sections of the highway. The removal of the cliff overhang with the crane and headache ball was unusual; but apparently quite effective.

The 90-ton crane seems to have been a very effective piece of equipment for work in the river. The rock grapple intrigues me! I can guess what it is and how it would work and I will be looking for an example as I peruse the construction magazines.

FE:mw
cc: Dale Allen

RECEIVED
APR 19 1979
ROAD DESIGN SECTION

Versteeg
Andersen
Christensen
Olsen
Sullivan
Jerpin
Trost
Wakerlig

file
☐ Do Not File
Return To
Bring Up / /
Action

8784

March 12, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $1,602.90 will be made to Jarl Construction, Inc., on Contract No. 8784 for work on the Tumble Creek-Rimrock Creek Section of the Mt. Hood Highway in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $143,026.87 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc C. T. Keasey
Walt Hart
Ed Hardt

8784

8

February 8, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8784 awarded to Jarl Construction, Inc. for work on the Tumble Creek-Rimrock Creek Section of the Mt. Hood Highway in Hood River County was completed on October 30, 1978, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $7,158.27 will be released to the contractor after February 13, 1979. The total contract amount is $141,423.97 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

hkr

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8784 8

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tumble Cr. - Rimrock Cr.
WEEK ENDING: January 13, 1979
SECTION PREFIX: 014-1111
HIGHWAY: Mt. Hood
COUNTY: Hood River
NAME OF JOB: Tumble Cr. - Rimrock Creek
KIND OF WORK: Grading & Paving
CONTRACTOR: Jarl Construction
CONTRACT NUMBER: 8784
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1978
DATE WORK STARTED: August 31,1978
ESTIMATED COMPLETION DATE: October 31, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 85
CALENDAR DAYS USED: 78
SPECIFIED COMPLETION DATE: November 5, 1978
PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $ 1,75,307.56
EXCLUSIVE OF ENGINEERING: $ 161,406.52
ENGINEERING AUTHORIZATION: $ 13,901.04
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 161,406.52
ENGINEERING COST TO DATE: $ 13,712.16
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN ? 11 %
PERCENT OF AUTHORIZATION: 99 %
DATE PROJECT WAS COMPLETED: October 30, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Gen'rl Exc.	Velocity Reducers
100	ch ch 100	RipRap 100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.14	1.14			1.14
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	1.14	1.14			1.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200 CY	1,090 C.Y.	Base Rock		175 T 'CI''B'
TOTAL QUANTITIES CORRECTED TO DATE	1,200 CY	1,105 C.Y.	Base Rock		219 Ton Cl C
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,200 CY	1,1o5 C.Y.	Base Rock		219 Ton Cl C
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Workday count stopped on October 30, 1978.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
Routing
RECEIVED
JAN 15 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region I , Ed Hardt, Jan. 11, 1979.

SIGNED J. [illegible] LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8784

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1978

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8784 for work on the Tumble Creek-Rimrock Creek Section of the Mt. Hood Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Dale Allen
J. S. Sawyer

August 10, 1978

Tom Jarl called Cec regarding Contract No. 8782 and 8784. One of their officers is out of town so the contracts will be delayed a couple of days. We should get them back the 14th or 15th.

Jarl Construction, Inc. ★ GENERAL CONTRACTING

AREA CODE 503 298-1312
AREA CODE 509 767-1133

POST OFFICE BOX 691
THE DALLES, OREGON 97058

August 14, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Re: North Unit, Condon-Thirtymile Section
Contract No. 8782
Tumble Creek-Rimrock Creek Section
Contract No. 8784

Gentlemen:

We transmit herewith two each fully executed copies of the Contracts and Performance Bonds for the above referenced projects.

Very truly yours,
JARL CONSTRUCTION, INC.

By, Jack Anderson, Project Mgr.

Enclosures (4)

RECEIVED
AUG 18 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8784

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78

Donald L. Rout

_____ Bid Letting _____ All Clear Deadline

SECTION Tumble Cr. - Rimrock Cr.
Highway Mt Hood & Hood River
County Hood River Region 1-Metro
Type of Work _____ Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						State Funds
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study					X	

8786 Dexter State Park 15 miles 197
southeast of Eugene
(Grade, pave, struc & facilities)

8786

May 6, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 3
#8786

Gentlemen:

A post-final payment for $4,100.00 will be made to Hellsgate Construction Co., Inc., on Contract No. 8786 for work in Dexter State Park as soon as the warrant is prepared.

The total amount paid on this contract will be $390,421.63 including the post-final payment. Of the total $860.84 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Hellsgate Construction Co., Inc.
48404 Norquist Lane
Oakridge, OR 97463

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8786

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
1-8-80 Tb Sullivan copy
Terpin
Trout
Wakerlig

Lane
RECEIVED
JAN 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ______
Bring Up ___/___/___
Action ______

DEXTER STATE PARK
Contract Number 8786

Narrative Report

This project consisted of construction of roadbed grading, lime treating, paving, construction of a type 4 toilet building, construction of an electrical sewer and water supply system, constructing walks and curbs, and the construction of a bridge over Lost Creek. The contract was awarded to Hellsgate Construction Company of Oakridge on 4 August 1978 with a specified completion date of 31 May 1979.

Bridge Construction:

On 14 August 1978 the contractor began work with the construction of fills for a temporary bridge over Lost Creek. After the fills were in, the subcontractor constructed the temporary bridge which provided access to most of the project work.

The contract work began with the construction of berms in Lost Creek around the work areas for Bents 2 and 3. The berms were requested by the Fish Commission to prevent excess turbidity and pollution of the spawning areas in Lost Creek.

REFERRED TO
Beard ___ Stoudenmyer
1 Cole
2 Erikson ___ Wenzon
Hager ___ Dorn ___ Lew
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

The contractor began the structural excavation at Bent 2. The footing excavation was stopped at plan elevation since the contractor had encountered the cemented gravels as shown on the foundation data report. The footing and bent wall were completed in less than a week.

The contractor began the structure excavation at Bent 3 on 31 August 1978. As the excavation was getting close to plan elevation the berm began to sluff away. The contractor chose not to take the time to shore-up the excavation with sheet piling and as a result the berm collapsed nearly refilling the footing excavation. The contractor then decided to drive sheet piling along the breached section of the berm and try once more. Again the berm failed and the footing excavation was lost for the second time. The contractor then acquired and drove sheet piling along stream sides of the coffer dam. With the sheets in place the contractor was able to complete the excavation, and form and place the footing and bent wall concrete.

The bridge work was delayed until the timber beam, deck panels and railings were delivered in December. A field check of the laminated deck panel showed that they were overwidth (net) and would not fit the bridge. The deck panels were returned to the supplier for re-sizing on two occasions before they were accepted.

When the contractor was constructing the bridge end fills, he attempted to place the material within the wing and end walls before all of the embankment and rip rap on the back side of the walls had been built up to the plan height. In addition, the contractor used a loaded scraper for compaction and worked too close to the end walls. As a result of this, both end walls were tipped in toward each other. Before the beams could be set in place, both ends of the bridge had to be replumbed. This was completed by excavating down to the footing and rigging up and applying an equal force on each column. The force was applied with a winch on a D-6 Caterpillar.

After the end walls were replumbed, the beams were set in place. The deck panels were added and the railing attached to the bridge without any other major problems.

Grading Work and Drainage:

The grading work consisted of clearing and grubbing, excavation and embankment, and the hauling and placing of stone embankment material.

The grading work began on 17 August 1978 with clearing and grubbing the roadway and parking area. Several trees had to be removed and approximately two inches of sod was removed from the roadway section.

Once the areas were cleared and grubbed, the contractor began the general earthwork. The pipe crew attempted in install the two 24-inch pipes, one at station 41+08 and one at station 44+50, and found that the material immediately below the design flow line of the pipe was a thoroughly saturated clay along with rotting organic material. The State initiated an extra work order to reimburse the contractor for subexcavation and removal of unsuitable material. A price agreement was issued to cover the replacement of this unsuitable material with a special rock embankment.

With this work done, the contractor proceeded to build the roadway. It soon became evident that the earthwork quantities were not going to balance as implied in the special provisions. The Specials had shown an estimated 5500 Cu. Yds of excavation and 4300 Cu. Yds. of embankment. Two borrow sources were located within the project area.

The contractor moved approximately 7300 Cu. Yds. of material from these sites of which 5400 Cu. Yds. was above estimated contract quantities. Price agreement No. 4 was written to cover the costs for loading, hauling and placing this additional material. The contractor finished the grade to blue top elevation on 1 October 1978.

The subcontractor began lime treating the subgrade on Monday 2 October 1978. He used a dump truck with a spreader box attached to spread the lime. The lime was roto-tilled into the subgrade, watered and roto-tilled again. The grade was then rolled and finished to blue top elevation again with the exception of parking area and bridge approaches.

The parking area was predominantly excavation with the natural soils being river run gravels, and the embankment areas on both ends of the structure were constructed with river run gravels. The recommended treatment for gravels is cement but due to the severe shortage of cement during this time, Cottrell Dust which is nearly 50% lime and 50% cement was used in place of lime. Price Agreement No. 2 was issued reflecting this change. The cost of Cottrell Dust was approximately 40% the cost of lime or cement, consequently a higher percent could be and was used. The combination of lime and cement in the Cottrell Dust appeared to be a better method for stabilizing the natural soils within this project, rather than the specified lime treatment, and probably should have been used throughout the project.

The State also requested that the contractor deep treat two wet areas on the subgrade prior to the normal lime treating. The contractor was reimbursed for this work at bid prices.

Paving and Aggregates:

The subcontractor, Benge Paving, began paving the parking area on 2 November 1978. The entire project was paved, except for areas on each end of the structure, in two work days. The depth of paving varied in areas because some of the subgrade was not stabilized.

The shoulder aggregate, which was furnished by Wildish Sand & Gravel, was placed along both edges of pavement in May of 1979. The shoulder aggregate quantity overran the estimated quantity because of the increased depth of Asphalt Concrete.

Toilet Building:

The building subcontractor, Gilbert Bros., moved equipment and forming material onto job site toward the last of September, 1978, but could not place concrete for foundation until roadwork was completed. When he began forming the foundation and structure walls, Price Agreement No. 3 was initiated to increase the height of the foundation wall to insure that the footing would be below existing ground and yet hold the floor to specified elevation.

The actual construction of the toilet building continued through the winter, spring, and summer until completion on 11 July 1979.

The contractor had several problems with the construction of the toilet building due mainly to the lack of scheduling material deliveries.

Water Supply System:

The State Parks Division had the well drilled near the entrance to the park, which was not a part of the contract work. The contract work called for a 4-inch water line from the well site to the toilet building and the installation included the crossing of Lost Creek bridge.

Once the system was complete, the contractor attempted to pressurize the system. When the pressure reached 60 to 70 PSI, the water pipe began to push apart, forming a long snakelike curve under the bridge. Additional horizontal hangers were installed attaching the water pipe to the beam as well as the timber decking. This work was referenced under Price Agreement No. 5, and the additional hangers prevented any lateral movement in the pipe while the line is pressurized.

Electrical System:

The contractor excavated trench for underground power line on 18 October, 1978. Power line was to be installed by power company and after P.P.&L. laid the electrical line in trench work was delayed due to a misunderstanding between Parks Department and the power company. The final arrangements for this power supply had not been given to utilities section to prepare authorization for payment and the power company refused to complete any further work until these arrangements could be finilized. This delayed completion of the electrical system until 18 June, 1979.

Price Agreements:

Price Agreement No. 1 was initiated to cover the cost of furnishing and placing special rock embankment at two culvert locations. Subexcavation was required at both locations to remove unsuitable material.

Price Agreement No. 2 was written to substitute Cottrell Dust in place of lime for treating portions of the subgrade which were mostly river run material. The Cottrell Cust is approximately 50% lime and 50% cement, and by increasing the percent used, gave results equal to or better than lime treatment as specified in clay material.

Price Agreement No. 3 was initiated to reimburse the subcontractor for increasing the height of the toilet building foundation. The elevation of the existing ground was 2 inches above the bottom of the footing elevation. By lowering the footing and holding the floor to the plan elevation, the footing would be into undistured ground as required on the toilet building drawing No. P7102.

Price Agreement No. 4 was written to reimburse the contractor for additional hauling and placing borrow material. Page 18, Section 203.81 of the Special Provisions estimated 5500 Cu. Yds. excavation and 4300 Cu. Yds. of embankment. The cross-sections as staked in the field revealed approximately 3590 Cu. Yds excavation and 5800 Cu. Yds of embankment within the roadbed.

Price Agreement No. 5 was issued to cover the cost of installing additional hangers, Bid Item No. 15, Water Supply System, to prevent any lateral movement of the 4 inch water line under Lost Creek bridge and also to eliminate two coats of Olympic stain on the exterior beams and railings of the Lost Creek bridge as the color of the treated lumber was compatable with the surrounding landscape.

Extra Work Orders:

Extra Work Order No. 1 paid for the removal of super-saturated clay and organic material from two culvert locations.

State Force Orders:

State Force Order No. 1 covered permanent striping of the project.

State Force Order No. 2 covers the cost of constructing a pump house by Parks Department. The contractor's estimated cost to construct a pump house was nearly $2,000.00 above the State's estimate. (State Force Orders No. 1 and 2 were anticipated items.)

State Force Order No. 3 was to compensate Pacific Power and Light Company for furnishing and installing electrical line, constructing pads for ground mounted transformers, and for final hook-up to power source.

8786

CON 5
#8786

October 17, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8786 awarded to Hellegate Construction Co., Inc., for work in Dexter State Park in Lane County was completed on July 11, 1979, and accepted by the State Highway Engineer on October 12, 1979.

Final payment in the amount of $19,202.21 will be released to the contractor after October 22, 1979. The total contract amount is $386,321.63 including $860.84 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Hellegate Construction Co., Inc.
48404 Norquist Lane
Oakridge, OR 97463

United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8786

DATE: September 7, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Dexter State Park
Contract No. 8786

An overrun of the project authorization for this federal aid parks project is expected. An additional $34,890.00, or 8.2 percent, in authorization is needed to cover the estimated cost.

Two items contributed to the majority of the overrun. An additional $15,000 was required to compensate the contractor for extra excavation quantities necessary on the project. Increased inspection and extended contractor's shift schedules resulted in an additional $20,000 in engineering.

All items are eligible for federal participation.

It is recommended that the authorization for this project be increased by $34,890.00 to a new total of $458,781.86. This matter will be on the consent calendar for your September 19 meeting.

OBJ:DA:fr jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell
Ellis Jones

8786

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Construction Branch 378-6318
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 5, 1979

FROM: Warren Richard
O. B. Jackmond
for Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
Dexter State Park
Contract No. 8786

NOTED
H. S. COULTER

The project authorization on this federal-aid Park project has overrun. It is estimated an additional $34,890.00, or 8.2 percent is needed. Contract work was completed July 11, 1979.

It appeared the estimated excavation and embankment quantities for the project were reversed, as the excavation item overran approximately 100 percent. Compensation for the extra excavation amounted to $15,000 and was a major item in contributing to the overrun.

Increased inspection was necessary on the toilet building, as it was the first time the building subcontractor had worked on a State project. The contractor worked extended shifts on the earthwork and bridge. Additional engineering was required for staking and remeasuring the additional earthwork. These items contributed to an overrun in engineering which amounts to approximately $20,000.

All items are eligible for federal participation. PCRB approval is not required.

A rough draft letter to the Transportation Commission, along with a copy of the Expected Overrun of Project Authorization is attached.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Ellis Jones
Robert Church

786

REPORT NO. 55

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION DEXTER STATE PARK	WEEK ENDING 1 SEPTEMBER 1979
		SECTION PREFIX 920-2718
	HIGHWAY	COUNTY LANE
NAME OF JOB DEXTER STATE PARK	KIND OF WORK GRADING,PAVING,STRUCTURE & FACILITIES	
CONTRACTOR HELLSGATE CONST. CO.	CONTRACT NUMBER 8786	FEDERAL AID PROJECT NUMBER BOR 41-00927
DATE OF CONTRACT 4 AUGUST 1978	DATE WORK STARTED 14 AUGUST 1978	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 423891.86	SPECIFIED COMPLETION DATE 31 MAY 1979	PERCENT OF TIME ELAPSED 113.6%
EXCLUSIVE OF ENGINEERING: $ 390279.29	ENGINEERING AUTHORIZATION $ 33612.57 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 397332.19	ENGINEERING COST TO DATE $ 53665.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.8%
Estimate includes Liquidated Damages ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.8 %	PERCENT OF AUTHORIZATION 159.7 %	DATE PROJECT WAS COMPLETED: 11 JULY 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	A/C WALKS	TOILET BLG	CURBS
100.%	100.%	100.%	100.%	100.%	100.%	100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	LIME TR.S/B				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12400.0 SY				3000.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	13167.7 SY				3176.2 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13167.7 SY				3176.2 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	#16352							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	MOSTLY CLOUDY			
TUESDAY	RAIN			
WEDNESDAY	SHOWERS			
THURSDAY	RAIN			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

RECEIVED
SEP 4 1979
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Rich
Inlow
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Dexter State Park - for week of August 26 thru Sept. 1, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: No activity planned.

NOTE: Semi-final will be submitted 4 September 1979.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8786

8

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Ellis Jones
Dave Talbot

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1978

Hellegate Construction Co., Inc.
48404 Norquist Lane
Oakridge, OR 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8786 for work in Dexter State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Co.
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

8786

August 4, 1978

Hellsgate Construction Co., Inc.
4804 Norquist Lane
Oakridge, OR 97463

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for work in Dexter State Park in Lane County for the sum of $364,898 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Bureau of Outdoor Recreation.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8786.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
Dave Talbot
SAIF
Fran

8786

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 18, 1977

FILE:

FROM: Gary A. Scott GAS
State Parks and Recreation

TO: C. E. Head
Commission Services

SUBJECT: Dexter State Park Dev., Phase 1
BOR 41-00927, Project Agreement
Lane County

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named Land and Water project. The agreement is between the State of Oregon, through the Oregon State Highway Division, and the Federal Bureau of Outdoor Recreation of the U. S. Department of the Interior.

GAS:dc

Attach.

cc: Jim Cavanaugh
Larry Jacobson
Warren Gaskill
Ray Leavitt
Arnie Slack

FEDERAL ASSISTANCE

1. TYPE OF ACTION (Mark appropriate box)
☐ PREAPPLICATION
☒ APPLICATION
☐ NOTIFICATION OF INTENT (Opt.)
☐ REPORT OF FEDERAL ACTION

2. APPLICANT'S APPLICATION
a. NUMBER 0.P.1328
b. DATE Year month day 19 77 8 30

3. STATE APPLICATION IDENTIFIER
a. NUMBER 7706 2 830
b. DATE ASSIGNED Year month day 19 77 6 22

Leave Blank 047

SECTION I—APPLICANT/RECIPIENT DATA

4. LEGAL APPLICANT/RECIPIENT
a. Applicant Name : Oregon State Parks Branch
b. Organization Unit :
c. Street/P.O. Box : 525 Trade Street, SE
d. City : Salem
e. County : Marion
f. State : Oregon
g. ZIP Code: 97310
h. Contact Person (Name & telephone No.) : David G. Talbot (503) 378-5019

5. FEDERAL EMPLOYER IDENTIFICATION NO.

6. PROGRAM (From Federal Catalog)
a. NUMBER 1 5 • 4 0 0
b. TITLE Outdoor Recreation - Acquisition, Development and Planning

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT

Dexter State Park Development, Phase 1
Initiate development of Dexter State Park in Lane County. Work includes access, restrooms, utilities, trails and signing.

Project sponsor is the applicant/recipient.

8. TYPE OF APPLICANT/RECIPIENT
A-State
B-Interstate
C-Substate District
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Institution
J-Indian Tribe
K-Other (Specify):
Enter appropriate letter A

9. TYPE OF ASSISTANCE
A-Basic Grant
B-Supplemental Grant
C-Loan
D-Insurance
E-Other
Enter appropriate letter(s) A

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)
Statewide

11. ESTIMATED NUMBER OF PERSONS BENEFITING

12. TYPE OF APPLICATION
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
Enter appropriate letter A

13. PROPOSED FUNDING

a. FEDERAL	$ 150,000	.00
b. APPLICANT	150,000	.00
c. STATE		.00
d. LOCAL		.00
e. OTHER		.00
f. TOTAL	$ 300,000	.00

14. CONGRESSIONAL DISTRICTS OF:
a. APPLICANT
b. PROJECT 4

15. TYPE OF CHANGE (For 12c or 12e)
A-Increase Dollars
B-Decrease Dollars
C-Increase Duration
D-Decrease Duration
E-Cancellation
F-Other (Specify):
Enter appropriate letter(s)

16. PROJECT START DATE Year month day 19

17. PROJECT DURATION 24 Months

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY ▶ Year month day 19

19. EXISTING FEDERAL IDENTIFICATION NUMBER

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Bureau of Outdoor Recreation, 915 2nd Ave., Rm. 990, Seattle, Washington 98174

21. REMARKS ADDED
☐ Yes XX No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT ▶

a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

	No response	Response attached
(1) Intergovernmental Relations Division, State Executive Department	☐	☒
(2) Lane Council of Governments	☐	☒
(3)	☐	☐

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE Gary A. Scott
State Recreation Director
b. SIGNATURE Gary A. Scott
c. DATE SIGNED Year month day 1977 9 23

SECTION III—FEDERAL AGENCY ACTION

24. AGENCY NAME Department of Interior

25. APPLICATION RECEIVED Year month day 1977 09 26

26. ORGANIZATIONAL UNIT Bureau of Outdoor Recreation

27. ADMINISTRATIVE OFFICE

STATE PARKS
RECREATION SECTION

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS 915 - 2nd Avenue, Seattle, WA 98174

30. FEDERAL GRANT IDENTIFICATION 41-00927

31. ACTION TAKEN
XX a. AWARDED
☐ b. REJECTED
☐ c. RETURNED FOR AMENDMENT
☐ d. DEFERRED
☐ e. WITHDRAWN

32. FUNDING

a. FEDERAL	$ 150,000	.00
b. APPLICANT	150,000	.00
c. STATE		.00
d. LOCAL		.00
e. OTHER		.00
f. TOTAL	$ 300,000	.00

33. ACTION DATE ▶ Year month day 1977 09 27

34. STARTING DATE Year month day 1977 09 27

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)
Glenn Baker
206-442-4720

36. ENDING DATE Year month day 1979 12 31

37. REMARKS ADDED
☐ Yes ☐ No

38. FEDERAL AGENCY A-95 ACTION

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)
Fred Bender, 206-442-4720

424-101

STANDARD FORM 424 PAGE 1 (10-75)
Prescribed by GSA, Federal Management Circular 74-7

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

EXHIBIT A

State Oregon (Lane County) | Project Number 41-00927 (O.P. 1328)

Project Title Dexter State Park Development, Phase I

Project Period SEP 27 1977 to 12-31-79

Project Scope (Description of Project)

Initiate development of Dexter State Park in Lane County by constructing access road and parking lots, restrooms, utility systems, landscaping, signing and a portion of the trails system.

The project also includes State administrative costs estimated at $1,000. Preagreement costs incurred from July 1, 1977 to date of project approval in amount not to exceed $1,000 shall be allowable under this agreement.

The project boundary encompassing the area that will be administered within the terms of Section 6(f) of the L&WCF Act is shown on the attached site map(s).

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 300,000
Fund Support	50 %
Fund Amount	$ 150,000
Cost of this Stage	$ 300,000
Assistance this Stage	$ 150,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December, 1965)
2. Project Proposal
3.
4.

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The property for this park was acquired in about 15 parcels in 1971 and 1972 under BOR projects 41-00281-10 and 348-1. All of the provisions of PL 91-646 were complied with.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By Richard L Winters
(Signature)

Acting Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date SEP 27 1977

STATE

Oregon
(State)

By Gary A. Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT. 2870-77

8786 (#1)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
125 - 8th Avenue East
Eugene, OR 97401

D E Swan

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 5
Section: Dexter State Park
Highway: ---
County: Lane

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977
If additional information is desired, please contact Larry Jacobson, phone 378-5015.

BLG:ljt
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter
Region Engineer: A. Shirley, Jr.
District Engineer: Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-5 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS # PKS-5	Page One

02	12] APPLICANT [45 Oregon Department of Transportation	46] DIVISION [79 Parks & Recreation		
03	12] APPLICANT ADDRESS STREET [45 525 Trade St. S.E.	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Larry Jacobson	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 5015
01	12] PROJECT TITLE [71 Dexter State Park			
11	12] PROJECT LOCATION—CITY Lowell	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: 35 T: 19S R: 1W	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project will provide access road, parking for 100 vehicles, toilet

06 12] buildings, equestrian and foot trails, and picnic area for initial development [71

07 12] at Dexter State Park along the Willamette River. Utility systems will be [71

08 12] developed according to regulating agency standards. [71

09 12] [71

10 12] This is a State Parks project. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$350,000					$350,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Local Public Works Capital Dev. & Invest. Program	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Commerce	46] FEDERAL SUB-AGENCY NAME [79 Economic Development Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 6/16/77

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 July	43] DAY [44 15	45] YEAR [46 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P.L 94-369 Sec. 207

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

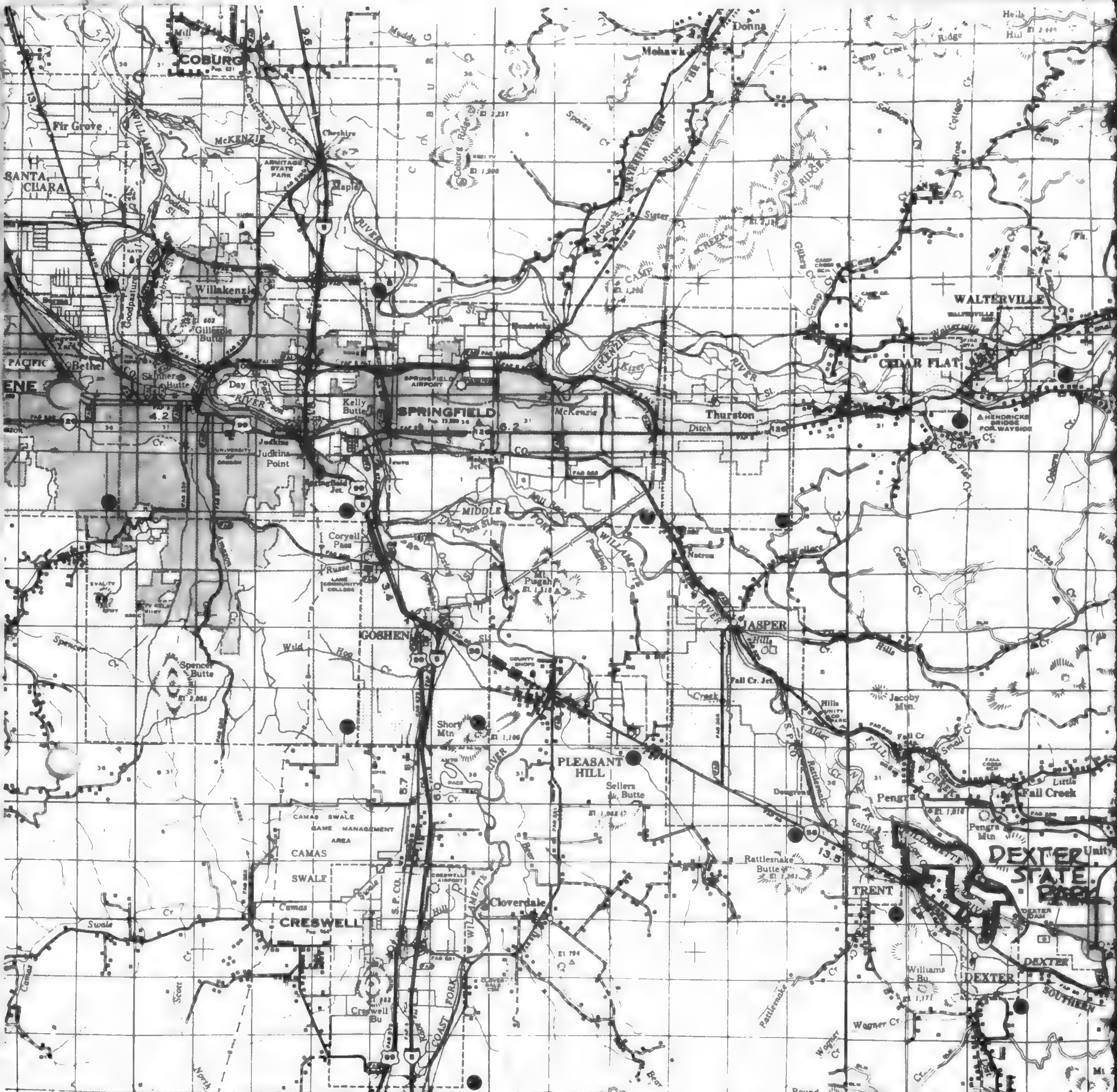
(c) FUNDING METHOD

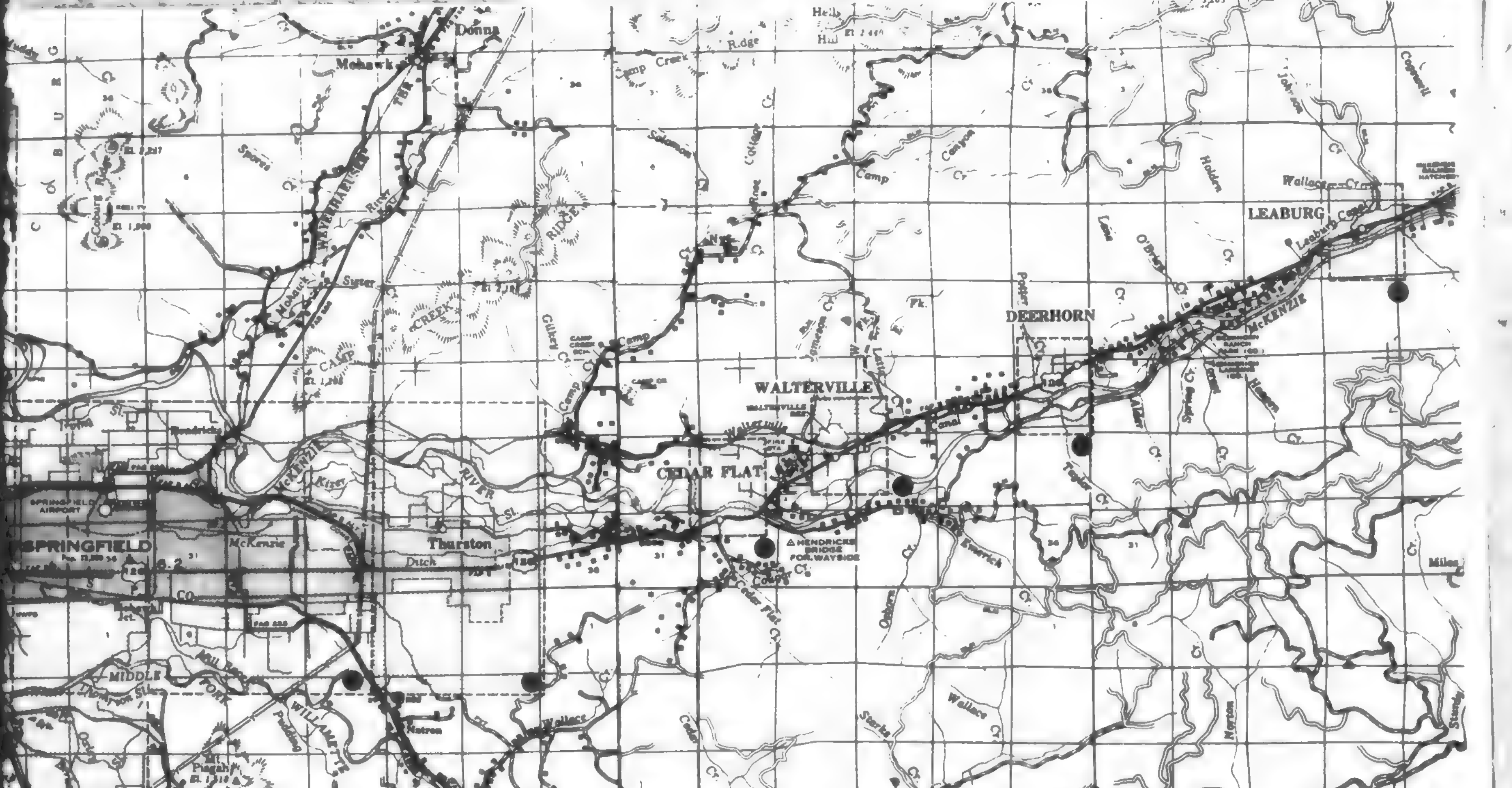
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


COBURG
Donna
Mohawk
Fir Grove
SANTA CLARA
McKENZIE
Cheshire
ARMITAGE STATE PARK
Maple
Coburg Ridge
CAMP CREEK
Camp Creek Ridge
WALTERVILLE
CEDAR FLAT
Willakenzie
Gillespie Butte
Bethel
Skinner Butte
Day Island
Kelly Butte
SPRINGFIELD
SPRINGFIELD AIRPORT
McKenzie
Thurston
HENDRICKS BRIDGE FOR. WAYSIDE
Judkins Point
UNIVERSITY OF OREGON
Springfield Jct.
MIDDLE FORK
WILLAMETTE RIVER
Natron
Coryell Pass
Russel
LANE COMMUNITY COLLEGE
Mt. Pisgah
JASPER
GOSHEN
Spencer Butte
Spencer Cr.
Wild Hog Cr.
Fall Cr. Jct.
Jacoby Mtn.
Short Mtn.
PLEASANT HILL
Sellers Butte
Pengra
Fall Creek
Pengra Mtn
DEXTER STATE PARK
Rattlesnake Butte
TRENT
CAMAS SWALE GAME MANAGEMENT AREA
CAMAS SWALE
CRESWELL
Cloverdale
Creswell Butte
Williams Bu.
DEXTER
Wagner Cr.
Round Mtn
Kloster
Camas Swale Cr.
COAST FORK
Hill Cr.
Scott Cr.
North Fork
Lynx Cr.
Mosby Cr.
Anthony Cr.
Castle Cr.



Donna
Mohawk
Coburg
Camp Creek
Ridge
Hills
Solomon
Camp Cr.
LEABURG
Leaburg
DEERHORN
WALTERVILLE
CEDAR FLAT
Hendricks
Springfield Airport
SPRINGFIELD
McKenzie
Thurston
Hendricks Bridge
McKenzie River
Middle Fork
Willamette River
Natron
JASPER
Pisgah
Jacoby Mtn
Fall Cr. Jct.
Short Mtn
PLEASANT HILL
Sellers Butte
Pengra
Fall Creek
Little Fall Cr.
Pengra Mtn.
Unity
Rattlesnake Butte
TRENT
DEXTER STATE PARK
Dexter Dam
Disappointment
LOWELL
Horn Bu.
Mt. Zion
Eagle Rock
Lookout Point Dam
Lookout Point Res.
Dexter Res.
Southern Pacific
Williams Bu.
DEXTER
Cloverdale
Wagner Cr.
Round Mtn
Kloster
Rattlesnake Cr.
Willamette Meridian
Fall Cr.
Res.
Green
Mt. Sal
Fairview Mtn.
Alder
Wallace Cr.
Coast Fork
Lost Cr.
Minnow Cr.

8787 Jordan Creek Bridge on 1978
Jaca Rd west of Jordan Valley
(Grading, aggregate base & structure)

C*Q 6255   9-19-77

PE: AD 346 $\$840^{\underline{00}}$ 223-1971-257
CC 1786.

8787

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-4-80	CC 2065		223-1971-297 223-1060-297

BILL TO: Code:

Malheur County Court
Courthouse
Vale, Oregon 97918
Attn: Honorable E.M. Seuell, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Jordan Creek (Jaca Road) Bridge Safer OFF SYSTEM Roads Project No. SOS-2300(1)			
Total Cost of Project			$161,791.26
Federal Funds Collected			138,631.~~69~~ 57
County Advance Deposit			22,945.00
(Please send copy of itemized statement with billing).			

Advance Deposit Amount $ 22,945.00
Advance Deposit Previously Transferred to Highway Fund $ 17,745.00
Balance $ 5,200.00
Transfer to Highway Fund $ 5,200.00
Refund Due $ - - - -

Amount Due . . . . . $ 214.~~57~~ 69

Submitted by: Harold Reynoldson
Harold Reynoldson

Partial or final request for billing FINAL

Approved: D E Swan
D. E. Swan

Number of the previous request in connection with this service. CC 1786, CC 1889

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-4-80

COUNTY Malheur **Contract No.** 8787 **Date Completed** 11-7-78

PROJECT # SOS-2300(1) **Section** Jordan Creek (Jaca Road) Bridge

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
P.E. by State			$ 11,361.12
Construction	Payment to Contractor		$132,711.06
	Engineering		17,719.08
TOTAL			$150,430.14
Total Cost of Project			$161,791.26
Federal Funds Collected			138,631.~~69~~56
County Advance Deposit		P.E.	840.00
		Construction	22,105.00
AMOUNT DUE STATE			$ 214.~~57~~67

Reference: Billing Form CC 2065

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Jordan Creek Bridge Malheur County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 11,331.17	
	Construction Type Code X080 Contract #8787 Jordan Creek Br. #16343 (Sta. 17+50 To Sta. 23+85) Final Contract Payment Summary	Lump Sum			132,655.96	
	Construction Engineering State	All Required			17,588.16	
	Total Participating Costs				$161,575.29	
	Nonparticipating Items Preliminary Engineering-State	All Required			29.95	
	Interest Paid to Contractor	All Required			55.10	
	Construction Engineering- State	All Required			96.48	
	Total Nonparticipating Costs				$ 181.53	
	Total Project Costs				$161,756.82	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-2300(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 11-29-77 To: 3-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 11,361.12	$ 11,331.17	85.80%	$ 9,722.14	$ 9,722.14	$ 0.00
150,395.70	150,244.12	85.80%	128,909.45	128,909.45	0.00
$161,756.82	$161,575.29	85.80%	$138,631.59	$138,631.59	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		7-15-80
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY                                                                    JULY 1980

                                                                                                     FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH            YEAR TO DATE

   MALHEUR SIGNING PROJ #?        CONT NO        FA PROJ NOS HHS 00S016 100
                                      223    1048     295     00 N 9
                                      223    1048     298     00 N 9
                                      223    1048     900     00 P 1
                                      223    1048     915     00 P 1
                                                      TOT     P1
                                                   ** JOB TOTALS **              **

   SHASTA CRK SECTION             CONT NO        FA PROJ NOS OS  301001 100
                                      223    1054     295     00 N 9
                                      223    1054     298     00 N 9
                                      223    1054     900     00 P 1
                                      223    1054     900     00 N 1
                                      223    1054     900     01 P 1
                                                      TOT     P1
                                                      TOT     N1
                                                   ** JOB TOTALS **              **

   JORDAN CRK BRG-JACA RD         CONT NO 8787 * FA PROJ NOS OS  300001 100
                                      223    1060     201     00 P 1
                                      223    1060     206     00 N 1
                                      223    1060     295     00 N 9
                                      223    1060     297     00 N 9
                                      223    1060     298     00 N 9
                                      223    1060     900     00 P 1        425.46                 425.46
                                      223    1060     900     00 N 1         48.03                  48.03
                                      223    1060     920     00 P 1
                                                      TOT     P1            425.46                 425.46
                                                      TOT     N1             48.03                  48.03
                                                   ** JOB TOTALS **         473.49   **            473.49

   UPRRXING AT ISLAND RD          CONT NO        FA PROJ NOS RRO 00S024 100
                                      223    1052     205     01 N 1
                                      223    1052     205     02 N 1
                                      223    1052     270     01 P 1
                                      223    1052     295     00 N 9     14,147.00CR            14,147.00CR
                                      223    1052     298     00 N 9     14,147.00              14,147.00
                                      223    1052     900     00 P 1
                                      223    1052     900     00 N 1
                                      223    1052     903     02 P 1
                                      223    1052     915     00 P 1         13.20                  13.20
                                      223    1062     920     00 P 1
                                                      TOT     P1             13.20                  13.20
                                                      TOT     N1
                                                   ** JOB TOTALS **          13.20   **             13.20
```

```
MARY                                                              JULY 1980        PAGE  117
                                                                    FISCAL         GRAND TOTAL    ACTIVE YRS
RTMENT        PREFIX       FUNCTION  GR  CURRENT MONTH           YEAR TO DATE        TO DATE       DEG   END

                                                                                                  STATE
     CONT NO          FA PROJ NOS KHS 00S016 100                                   822.90CR        77    79
         223    1048      295       00 N 9                                         822.90          77    79
         223    1048      293       00 N 9                                         857.74          77    79
         223    1048      900       00 P 1                                          56.59          79    79
         223    1048      915       00 P 1                                         914.33
                          TOT       P1
                       ** JOB TOTALS **            **                    **        914.33   **

                                                                                                  STATE
     CONT NO          FA PROJ NOS OS  301001 100                                   150.00CR        78    80
         223    1054      295       00 N 9                                         150.00          78    80
         223    1054      293       00 N 9                                         772.92          77    79
         223    1054      900       00 P 1                                          39.59          78    78
         223    1054      900       10 N 1                                       2,086.28          78    79
         223    1054      900       01 P 1                                       2,859.20
                          TOT       P1                                              39.59
                          TOT       N1
                       ** JOB TOTALS **            **                    **      2,898.79   **

                                                                                                  STATE
     CONT NO 8707 * FA PROJ NOS OS  300001 100                                 132,655.96          78    79
         223    1060      201       00 P 1                                          55.10          79    79
         223    1060      205       00 N 1                                     145,604.95CR        78    79
         223    1060      295       00 N 9                                      17,105.00          78    78
         223    1060      297       00 N 9                                     128,499.95          78
         223    1060      293       00 N 9                                      17,560.98          78    80
         223    1060      900       00 P 1       425.46              425.46        130.92          78    80
         223    1060      900       00 N 1        48.03               48.03         27.18          78    78
         223    1060      920       00 P 1
                          TOT       P1           425.46              425.46    150,244.12
                          TOT       N1            48.03               48.03        186.02
                       ** JOB TOTALS **          473.49   **         473.49  **  150,430.14   **

                                                                                                  STATE
     CONT NO          FA PROJ NOS PRO 00S024 100                                10,021.39CR        79    79
         223    1062      205       01 N 1                                         122.21CR        79    79
         223    1062      205       02 N 1                                     100,213.89          79    79
         223    1062      270       01 P 1     14,147.00CR         14,147.00CR    94,315.00CR        79    80
         223    1062      295       00 N 9     14,147.00           14,147.00      94,315.00          79    80
         223    1062      293       00 N 9                                       6,014.96          79    80
         223    1062      900       00 P 1                                           8.50          79    79
         223    1062      900       00 N 1                                       1,222.06          79    79
         223    1062      903       02 P 1                                         539.65          79    80
         223    1062      915       00 P 1         13.20               13.20         41.82          79    80
         223    1062      920       00 P 1
                          TOT       P1             13.20               13.20    103,032.39
                          TOT       N1                                          10,135.10CR
                       ** JOB TOTALS **            13.20  **           13.20  **  97,897.29   **
```

```
                                        223    1966      [illegible]     00 P 1
                                        223    1966      918     00 P 1
                                        223    1966      926     00 P 1
                                                         TOT     P1
                                                      ** JOB TOTALS **                 **                **

    JORDAN CK BR ON JACA RD        CONT NO       * FA PROJ NOS OS  300001 100
                                        223    1971      296     00 N 9
                                        223    1971      297     00 N 9
                                        223    1971      298     00 N 9
                                        223    1971      901     00 P 1
                                        223    1971      901     00 N 1
                                        223    1971      905     00 P 1
                                        223    1971      906     00 P 1          1.30CR              1.30CR
                                        223    1971      910     00 P 1
                                        223    1971      914     00 P 1
                                        223    1971      918     00 P 1        261.08CR            261.08CR
                                        223    1971      920     00 P 1
                                        223    1971      921     00 P 1        163.03CR            163.03CR
                                        223    1971      922     00 P 1         13.59CR             13.59CR
                                        223    1971      923     00 P 1
                                        223    1971      926     00 P 1
                                                         TOT     P1            439.05CR            439.05CR
                                                         TOT     N1
                                                      ** JOB TOTALS **         439.05CR**          439.05CR**

    JORDAN CRK DANNER BR           CONT NO         FA PROJ NOS SOS 300002 100
                                        223    1979      296     00 N 9        733.39CR            733.39CR
                                        223    1979      298     00 N 9        733.39              733.39
                                        223    1979      901     00 P 1
                                        223    1979      906     00 P 1




TOTAL TO DATE JOB COST SUMMARY                                                            JULY 1980         PA
                                                                                            FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX         FUNCTION   GR  CURRENT MONTH     YEAR TO DATE      G
                                       223    1979      914     00 P 1
                                       223    1979      918     00 P 1
                                       223    1979      920     00 P 1
                                       223    1979      923     00 P 1         157.05              157.05
                                       223    1979      926     00 P 1
                                       223    1979      927     00 P 1         313.64              313.64
                                                        TOT     P1             470.69              470.69
                                                     ** JOB TOTALS **          470.69  **          470.69  **

   MALHEUR CO PAVE MARK NO 2      CONT NO         FA PROJ NOS PMS 00S095 100
                                       223    1984      296     00 N 9
```

```
      223    1966      9[illegible]      00 P 1                                                   [illegible]
      223    1966      918      00 P 1                                                   75.52
      223    1966      926      00 P 1                                                     .60
                       TOT      P1                                                      162.17
                    ** JOB TOTALS **                   **                  **           162.17  **

   CONT NO          * FA PROJ NOS OS  300001 100                                                    STATE
      223    1971      296      00 N 9                                               10,733.65CR
      223    1971      297      00 N 9                                                  640.00
      223    1971      298      00 N 9                                               10,[illegible]
      223    1971      901      00 P 1                                                2,757.69
      223    1971      901      00 N 1                                                   29.95
      223    1971      905      00 P 1                                                1,299.50
      223    1971      906      00 P 1             1.30CR              1.30CR             60.05
      223    1971      910      00 P 1                                                   63.80
      223    1971      914      00 P 1                                                   31.47
      223    1971      918      00 P 1           261.08CR            261.08CR          3,012.75
      223    1971      920      00 P 1                                                   31.90
      223    1971      921      00 P 1           163.08CR            163.08CR            711.86
      223    1971      922      00 P 1            13.59CR             13.59CR
      223    1971      923      00 P 1                                                  111.88
      223    1971      926      00 P 1                                                3,230.27
                       TOT      P1              439.05CR            439.05CR         11,331.17
                       TOT      N1                                                       29.95
                    ** JOB TOTALS **            439.05CR**          439.05CR**       11,361.12  **

   CONT NO            FA PROJ NOS SOS 300002 100                                                   STATE
      223    1979      296      00 N 9           733.39CR            733.39CR          8,573.62CR
      223    1979      298      00 N 9           733.39              733.39            8,573.62
      223    1979      901      00 P 1                                                3,094.43
      223    1979      906      00 P 1                                                  416.92


                                                              JULY 1980         PAGE  546

T          PREFIX           FUNCTION    GR  CURRENT MONTH          FISCAL         GRAND TOTAL
                                                                YEAR TO DATE        TO DATE
     223    1979        914       00 P 1                                                126.89
     223    1979        918       00 P 1                                              2,138.60
     223    1979        920       00 P 1                                                 13.40
     223    1979        923       00 P 1       157.05              157.05               189.34
     223    1979        926       00 P 1                                              2,053.04
     223    1979        927       00 P 1       313.64              313.64             2,434.13
                        TOT       P1           470.69              470.69            10,466.75
                    ** JOB TOTALS **           470.69  **          470.69  **        10,466.75  **

   CONT NO           FA PROJ NOS PMS 00S095 100                                                   STATE
     223    1984        296       00 N 9                                                 14.07CR
```

#.8787 3-11-80

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

ITE COPY

(PPM 20-5) (For "Off-System" Project)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-2300(1)	2. COUNTY Malheur	3. STATE Oregon 8787

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of a bridge, 88 feet long and 27.4 feet wide, over Jordan Creek, and construction of roadbed embankment, aggregate base, and wearing course. All the work completed on November 7, 1978, was performed on the Jordan Creek Bridge Section of Jaca Road approximately 2 miles west of Jordan Valley.

5. CONTRACTOR'S NAME Holst Construction Company	6. CONTRACT AMOUNT $ 133,263.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) Heasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

3/18 ey
RECEIVED
STATE HWY ENGR
MAR 18 '80
REFER TO Heasey
FOR
File
Act
Sign
D/R
R/D
Inves
Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 36 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
2010	0.104	28	X080	0.017

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 2-7-79

12. IN COMPANY WITH
F. Burnett, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-11-80	17. TITLE Field Operations Engineer	18. DATE 3-11-80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8787

J

January 25, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8787 awarded to Holst Construction Co. for work on the Jordan Creek Bridge Section of Jaca Road in Malheur County was completed on November 7, 1978, and accepted by the State Highway Engineer on January 24, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 30, 1979.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

57-1

1-3-77

Malheur

Jordan Creek Bridge
Contract # 8787
Malheur County

Narrative Report

This project included the construction of a two span prestressed concrete slab structure, approx. 500 feet of grading and fencing. The contractor for the project was Holst Construction Company of Oakridge, Oregon. The work was performed in a expeditious manner with no major problems or unique situations encountered. There were, however, a couple of noteworthy items.

The contractor requested permission to splice the No. 11 reinforcing bars in the pilecaps apparently due to handling and shipping problems of the full length bars (32 feet). Permission was granted by the Bridge Design office. We would recommend that the splicing of these bars not be allowed unless absolutely necessary. It creates problems with clearance and makes it difficult to maintain a good line and grade on the no.11 bars and the no. 4 hoops.

Payment for the detour construction appeared to be more complicated than necessary for a project of this size. We would suggest that on a project of this size that the payment for construction and removal of the detour be lump sum. This would save engineering money by eliminating remeasure and calculation of quantities for the items invloved.

We had a problem with low cylinder breaks on the grout used between the slabs. This problem was extensively covered in a letter to John Jenkins.

A Price Aggreement was written to cover the cost of placing an asphalt wearing surface over the slabs. This work was shown in the plans but inadvertently left out of the Bid Item schedule.

We feel that the project turned out very well with all parties involved receiving the end product they were seeking.

Micheal J Gardner
Micheal J. Gardner
Ass't Res. Engr.

I Versteeg
Christensen
George
Olson
Terpin
Sullivan copy
Scott
Anderson

RECEIVED
JAN 0 8 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

Jordan Creek Bridge Section
County Road (Jaca Road)
Malheur County
Contractor: Holst Construction Co.

Contract # 8787
Prefix # 223-1060
F.A.P. No. OS-2300(1)
P.F. Burnett, Res. Engr.

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + or -
CONTRACT BID ITEMS	$ 133,263.00	$ 129,915.66	- 2.5
ANTICIPATED ITEMS	700.00	0.00	- 100.0
CONTINGENCIES	6,028.34	2,488.20	- 58.7
CONSTRUCTION ENGINEERING	12,056.67	16,500.00	+ 136.9
TOTALS	$ 152,048.01	148,887.46	- 2.1

Item No.	Item	Unit	Contract Quantity	Final Quantity	% Overrun (+) % Underrun(-)
1.	Mobilization	Lump Sum	100%	100%	0.0
2.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0.0
3.	Temporary Signs	Sq. Ft.	141	105	- 25.5
	Flagging not required due to layout of detour.				
4.	Temporary Barricades	Each	1	1	0.0
5.	Temporary Continous Rail Traffic Barriers, Reflectorized	Lin. Ft.	300	262.5	- 12.5
	Bid quantity not required to adequately protect public.				
6.	Clearing and Grubbing	Lump Sum	100%	100%	0.0
7.	Embankment in Place	Cu. Yd.	1,335	1,086.1	- 18.6
	Original estimate over estimated.				
8.	Detour Removal Excavation	Cu. Yd.	970	860.1	- 11.3
	Original estimate not required.				
9.	Gravel Embankment Material	Cu. Yd.	370	370.9	+ 0.2
10.	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0.0
11.	Pit Run Aggregate Base	Cu. Yd.	870	733.5	- 15.7
	Original quantity not required.				
12.	Aggregate Base	Cu. Yd.	490	504.7	+ 3.0
13.	Guard Rail, Type 2A	Lin. Ft.	200	200	0.0
14.	Guard Rail Anchor, Type 1	Each	4	4	0.0
15.	Rail End Pieces, Type C	Each	4	4	0.0

16.	Type 1 Fence Semi-final quantity necessary to adequately fence project. Original estimate too low.	Lin. Ft.	550	701	+ 27.5
17.	Bridge Removal Work	Lump Sum	100%	100%	0.0
18.	Structure Excavation Estimate too high. Plan quantity not required.	Cu. Yd.	40	12.28	- 69.3
19.	Furnish Pile Driving Equipment	Lump Sum	100%	100%	0.0
20.	Furnish Prestressed Concrete Piling	Lin. Ft.	646	646	0.0
21.	Drive Prestressed Concrete Piling Unable to achieve estimated penetration on piling. Bearing reached before estimated penetration.	Lin. Ft.	618	379.7	- 38.6
22.	Structural Concrete, Class 3300	Lump Sum	100%	100%	0.0
23.	4'x40'/45' Prestressed Slabs	Each	14	14	0.0
24.	Reinforcement	Lump Sum	100%	100%	0.0
25.	Metal Rail with Tubing	Lin. Ft.	163	162.5	- 0.3
30101.	P.A. #1 Asphalt Concrete Wearing Surface on Bridge Deck	Ton	40	41.47	+ 4.0

8787

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Creek Bridge

WEEK ENDING: December 23, 1978

SECTION PREFIX: 223-1060

HIGHWAY: County Rd. (Jaca Rd.)

COUNTY: Malheur

NAME OF JOB: Jordan Creek Bridge

KIND OF WORK: Grading, Aggr. Base, and Structure

CONTRACTOR: Holst Construction

CONTRACT NUMBER: 8787

FEDERAL AID PROJECT NUMBER: OS-2300(1)

DATE OF CONTRACT: August 18, 1978

DATE WORK STARTED: September 19, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 150

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 70

PERCENT OF TIME ELAPSED: 47

PROJECT AUTHORIZATION: $ 152,048.01

EXCLUSIVE OF ENGINEERING: $ 139,991.34

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 130,404

ESTIMATED PERCENT: [redacted] UNDERRUN 5 %

ENGINEERING AUTHORIZATION: $ 12,056.67

ENGINEERING COST TO DATE: $ 16,086

PERCENT OF AUTHORIZATION: 133 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: November 7, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12	0.12			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,675 cy.	1,360 cy.			
TOTAL QUANTITIES CORRECTED TO DATE	2,321 cy.	1,238 cy.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,321 cy.	1,238 cy.			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		16343						
PERCENT		100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cldy/Snow	0		
MONDAY 18	Cldy/Cold	0		
TUESDAY 19	Cldy/Cold	0		
WEDNESDAY 20	Cldy/Cold	0		
THURSDAY 21	Cldy/Cold	0		
FRIDAY 22	Cldy/Cold	0		
SATURDAY 23		0		

RECEIVED
DEC 26 1978
CONSTRUCTION BRANCH

K

Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No avtivity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final data submitted to Salem for checking on Thursday, December 21st.

Final Report.

SIGNED P. F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8787

OREGON STATE HIGHWA[illegible]IVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, OR 97918

Attention of Hon. Roy Hirai
County Judge

Request No. (assigned by staff engineer or head of section) CC 1889

Date September 1, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $22,105.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$ 5,000.00	
		To be transferred to State Hwy. funds for the construction of the Jordan Creek (Jaca Road) Bridge. This is an OFF SYSTEM Project. SOS-2300(1) Agreement #6255 Contract # 8787		$17,105.00

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 22,105.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. CC 1786

Credit distribution:
223-1060

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8787 9

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-34		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
MODIFICATION NUMBER 1	8-28-78	Project Number OS-2300(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 163,821
Federal funds	$ 5,140	$ 140,508
Other revisions		

This modification is made for the following reasons: Additional Preliminary engineering and letting of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. OS-2300(1)

JORDAN CREEK BRIDGE
JACA ROAD
MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 12,000.00

Type Code X080
Jordan Creek Br. #16343 (Sta. 17+50 to Sta. 23+85)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	141 Sq.Ft.	7.00	987.00
Temporary Barricades	1 Each	100.00	100.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	300 Lin.Ft.	5.00	1,500.00
Clearing and Grubbing	All Required		1,500.00
Embankment in Place	1,335 Cu.Yd.	4.00	5,340.00
Detour Removal Excavation	970 Cu.Yd.	5.00	4,850.00
Gravel Embankment Material	370 Cu.Yd.	6.00	2,220.00
Finishing Roadbed and Slopes	All Required		1,000.00
Pit Run Aggregate Base	870 Cu.Yd.	6.00	5,220.00
3/4"- 0 Aggregate Base	490 Cu.Yd.	9.00	4,410.00
Guard Rail, Type 2A	200 Lin.Ft.	18.00	3,600.00
Guard Rail Anchors, Type 1	4 Each	170.00	680.00
Rail End Pieces, Type B	4 Each	140.00	560.00
Type 1 Fence	550 Lin.Ft.	1.40	770.00
Bridge Removal Work	All Required		2,500.00
Structure Excavation	40 Cu.Yd.	12.00	480.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish Prestressed Concrete Piling	646 Lin.Ft.	15.00	9,690.00
Drive Prestressed Concrete Piles	618 Lin.Ft.	2.00	1,236.00
Structural Concrete, Class 3300 (220 c.y.)	All Required		6,300.00
4'x40'/45' Prestressed Slabs	14 Each	3,200.00	44,800.00

Reinforcement (3,600 lbs.)	All Required		2,000.00
Metal Rail with Tubing	163 Lin.Ft.	40.00	6,520.00
			$133,263.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
	Subtotal	$133,763.00
	Engineering	18,058.00
	TOTAL	$151,821.00

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 12,000	$ 10,292	$ 1,708
Structure	151,821	130,216	21,605
TOTAL	$163,821	$140,508	$23,313

Group 1 100%

Contract No. 8787

Prefix 223-1971

Prefix 223-1060

JORDAN CREEK BRIDGE SECTION
JACA COUNTY ROAD
MALHEUR COUNTY

Nonparticipating - State work

State Responsibility for Damages	All Required	$ 200.00

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
4-168

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4-19-78

State: Oregon
County: Malheur
Project No.: OS-2300(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 1½ mile W. of Jordan Valley

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-29-77	0.2
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000	$ 5,140

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Manager
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator APR 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 11, 1978

Federal Aid Project
No. OS-2300(1)

Jordan Creek Bridge Section
County Road In Malheur County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$ 6,000.00
	Total	$ 6,000.00

Length of Project. . . . . 0.2 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 6,000.00	$ 5,140.00	$ 860.00
Retain in PS&E			
Structure (Contract)	$145,400.00	$124,720.00	$20,680.00
Total	$151,400.00	$129,860.00	$21,540.00

Group 1 - 100%
Prefix 223-1971 P.E.

8787

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
P. F. Burnett

August 28, 1978

Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by'the Transportation Commission:

Contract No. 8787 for work on the Jordan Creek Bridge Section of Jaca Road in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Co.
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

8787

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
P. F. Burnett
Don Trout
SAIF
Fran

August 18, 1978

Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for work on the Jordan Creek Bridge Section of Jaca Road in Malheur County for the sum of $183,263 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Malheur County and when the sum of $22,105 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8787.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 30, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

July 28, 1978

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Roy Hirai
County Judge

Gentlemen:

On July 27, 1978, the lowest of 5 bidders on the Jordan Creek Bridge on Jaca Road Section OS-2300(1) was Holst Construction Co., P.O. Box 692, Oakridge, Oregon 97463, which bid is approximately 13% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the county does decide to proceed with the project the following advance deposit is required:

Bid Items	$133,263.00
Erosion Control	500.00
State Responsibility	200.00
4½% Contingencies	6,028.34
(9%) Engineering	13,396.30
Estimated Total Cost of Construction	$153,387.64
Est. P.E. Costs	10,506.21
Est. Total Cost of Project	$163,893.85

131,912.52
9,035.34
Rec'd
8/15/78

Informed
Roger
&
Virgil

PE Advance Deposit $840.00
Then 14% of $163,893.16 = $22,945.04 - $840.00 = $22,105.04
by rounding the advance deposit will be $22,105.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check in the amount of $22,105.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc
bc w/AD#476: Vern Skoog-Please return completed AD#476 when check is received.
Region 5 Federal Aid Engineer Roger Lang

8787 7 8

U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED AID PROJECT NO.: -2300 (1)

STATE PROJECT NO.: See below

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80055

FROM:

G. L. Green
Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 12/15/77

DATE AUTHORIZATION EFFECTIVE: 7/5/78

FEDERAL ROUTE NUMBER: Non Federal Aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Jordan Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry's dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

Swain
1-14

DATE: 7/5/78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8787

Malheur

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L Root

_____ Bid Letting _____ All Clear Deadline

SECTION Jordan Cr Bridge
Highway County Rd
County Malheur
Region 5
Type of Work G-P-Str
Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No problems not covered by Permits
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		☒			☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					

8787

STATE OF OREG

INTERO CE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: June 5, 1978

T G Thompson

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT:

Jordan Creek Bridge
Jordan Creek-Jaca Road
Jaca Road Highway
Malheur County
Bridge 16343

Enclosed are two reduced prints of drawings 33460 thru 33462, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $90,000.

It is planned to call for bids on this section on July 27, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by June 16, 1978.

GWV:smd

Enclosures

cc Virgil Maupin, County Roadmaster, /w/ 2 encl.
H. A. Schell /w/ 2 encl.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
~~County~~-City Unit
Engineering (Design) /w/ 1 encl.
P. F. Burnett /w/ 1 encl.

Sent plans for detour 6/14/78

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
JUN 6 1978
File: PM FA
TAA LG OP

1-125-1387

8787

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Jordan Creek (Jaca Lane) Bridge
Bridge 16343
Bully Creek Bridge
Bridge 16341

Attached is a copy of a letter from Malheur County indicating that they do not use salt on any of their bridges.

We request approval to not include a waterproof membrane on the subject structures.

As they indicate they do not use salt on any of their bridges, we request approval to not include a waterproof membrane on any structure we let for Malheur County.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

NOTED
E. S. HUNTER

Attachment

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
MAY 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

3787

5-2-78

Roger C. Lang
P. O. Box 850
La Grande, Oregon 97850

RE: Jordan Cr. (Joca Rd.) Br. Sec.
Project No. ~~[illegible]~~OS-2300(1)
Malheur County

Concerning the matter of a public hearing for the subject project, Malheur County stipulates the following:

1. The project assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the project assessment adequately describes theproject and its impact on the area there is no need for a study report.
4. The County has explained the project to the affected property owners; no one has objected to the project or the required right of way; and no one has requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

5/2/78
County Judge

cy Gerald Wimer ✓
J.E. Terpin
P.J. Burnett
Harold Brainerd
Lang

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ CPE ☐
MAY 8 1978 RP
File: PM FA LG OP

8787

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 18, 1978

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: Jordan Creek Bridge
Jaca Road
Malheur County
505

TO: FILE

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
2
APR 19 1978
M
File: PM FA
LG OP
TAA ______

The proposed structure will replace an existing 89-foot through-truss on the same alignment.

Hydrology

Jordan Creek is an east-west tributary of the Owyhee River and drains an area of approximately 565 square miles above the bridge site. The U.S. Geological Survey has maintained a recording gage (gage No. 1780) about nine miles southeast of Jordan Valley. Estimated peak flows at the bridge site based on this gage data are listed below. These values have not been adjusted to include any additional runoff from the basin area between the gage and the bridge site since there is considerable floodplain storage available between the gage and bridge site. This storage tends to maintain or reduce peak flows despite the additional drainage area. Also, much of the spring runoff is diverted for irrigation purposes which would reduce the peak flows determined from the gage data.For design purposes it was assumed that no water is diverted for irrigation, which would be the case if a flood were to occur during the non-irrigation season.

The frequency curve was obtained using the Log-Pearson Type III analysis of the data. Twenty-three years (1946-1952, 1955-1970) of record were available. This record was expanded to be representative of the period from 1882-1978 since the flood of April 14, 1952 was reported by a local resident near Rome as being the largest in 70 years and it is known that the flood of December 24, 1964 has not been exceeded in recent years. Since the frequency curve was derived using data which represents a small portion of the total history of the creek, the results obtained are reliable within a range of values known as the confidence limits. The 5% confidence limit means that there is a 5% chance that the actual peak flow may exceed the value listed in the following table under 5% Confidence Limit. Assuming a 50-year structure life, there is an 87% chance (risk) that the 25-year design flood will be exceeded one or more times during the life of the structure.

Recurrence Frequency	Estimated Peak Flow	5% Confidence Limit
5-year	2810 cfs	3530 cfs
10-year	3440 cfs	4530 cfs
25-year	4270 cfs	5940 cfs
50-year	4890 cfs	7080 cfs
100-year	5530 cfs	8280 cfs

The largest flood of record occurred December 24, 1964 when a discharge of 7530 cfs (800-year recurrence frequency) was measured at the gage. During this flood, approximately 3000 feet of roadway was flooded in the vicinity of the bridge and high water reached a maximum elevation of approximately 99.0 feet (assumed datum).

Hydraulic Design

The surrounding floodplain elevation is 97.0± as shown on the vicinity map, which is also the top of bank elevation for Jordan Creek. Based on the available stream cross sections, the bankful capacity is about 1480 cfs. Any discharge greater than 1480 cfs will be conveyed by the floodplain. During major floods, most of the flow crosses the roadway in the overbank areas. The 25-year design flood of 4270 cfs was chosen for this site with an estimated high water elevation of 98.0 feet.

Under the design conditions, the existing structure creates approximately 0.2 foot of backwater. During a flood of the 1964 magnitude, approximately 0.3 foot of backwater will be created by the existing structure.

Two structure types were studied for this site--a 3.5-foot-deep single-span structure and a two-span 18-inch-deep slab-span structure. Both structures were assumed to have a finish grade equal to that shown on the vicinity map and both structures had vertical abutments with a length of 85 feet between end bents.

Under the design conditions, the single-span structure with a 3.5-foot-deep beam creates 1.3 feet of backwater. Also, due to the reduction in waterway area (165 square feet) provided by the single-span structure, water will be forced onto the floodplain more frequently resulting in more frequent flooding of the roadway. Therefore, it is suggested that the single-span structure provide the same waterway area as the existing bridge (345 square feet).

Under the design conditions, the two-span structure creates approximately 0.3 foot of backwater. It is also suggested that the two-span structure provide the same waterway area as the existing bridge (345 square feet).

Drift will probably consist of small willows and sage and is not expected to create any problems at this site. Most of the flow during high runoffs will be conveyed over the roadway since the hydraulic capacity of the bridge is approximately 1500 cfs. Raising the roadway grade for any great distance in those areas subject to overtopping during high runoff would require the placement of a considerably longer structure than recommended in this report.

Riprap

Because of the low velocities (4 to 5 feet per second), it is felt that no riprap protection will be required.

DWB:jp

cc F.E. Terpin
D.N. Harwell
W.E. Schwartz
Walt Hart
Jack Davis
D.O. Christensen

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	4270	5530	7530
Discharge - m³/s			
Frequency - yrs.	25	100	800+
H.W. Elevation Natural Channel ft.	98.0	98.3	99.0±
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	4-5	4-5	4-5
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Jordon Creek Bridge
Jaca Road
Malheur County

COMPILED BY: Dave Bryson

DATE: March 30, 1978

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-5-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2300( )
Project Name Jordan Creek (Jaca Road) Bridge Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 5 day of April, 1978

County of Malheur

Ray Heran
County Judge/Chairman

W. C. Hammack
Commissioner

N A Toole
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date April 10, 1978

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 31, 1978

PROJECT MANAGEMENT
ME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR [illegible] 1978
FILE
M
File: PM FA LG OP
TAA

Roger Lang

FROM: Roger Lang
Region Federal Aid Specialist

TO: Memo to the Files

SUBJECT: Jordan Creek (Jaca Road)
Bridge Section
SOS-R Project
Malheur County

I met with the County Court on 3/29/78 to discuss the feasibility and problems connected with a channel change of Jordan Creek proposed by an adjacent property owner.

The proposed change would result in moving the bridge site about 200' north, constructing a channel change of 1200'-1600' and re-establishing affected irrigation facilities.

I advised the Court of the following:

1 - Financing of the channel change and relocation of irrigation facilities would not be available from FHWA funds.

2 - Proposed revisions are beyond the scope of the project assessment.

3 - Preliminary engineering performed to date is inadequate.

4 - Wet land definitions are applicable to Jordan Creek and would require a Negative Statement prior to any additional work. It would take approximately six months to prepare.

5 - There is no assurance the Negative Declaration would be accepted after it was prepared as the FHWA administrator would have to certify "no other engineering solution was available".

6 - It appeared the property owner was attempting to correct or improve an irrigation problem under the guise of this project.

7 - If the channel change was pursued, a delay of the project of at least 1 to 1 1/2 years would be encountered.

The Court suggested a letter be prepared to inform the property owner proposing the revision of the above facts. I suggested a personal visit would be more in order and offered to appear with them on March 30.

I met with Wayne Bowers, Fish Biologist, to obtain his opinion concerning the proposed channel change.

After reviewing the project, Wayne felt the proposal would conflict with the wet land definition and the Wildlife Commission would resist any change to the stream, which is stable in its present condition. While some silts may be moving from one place to another, no serious erosion problem exists.

On 3/30/78, I traveled to Jordan Valley with Judge Hirai and Commissioner Nick Toole to meet with property owners who obtain irrigation water from Jordan Creek. We met at the bridge site at 10:00 a.m. with Mr. Jauquin Jaca, Mr. Pat Payne, Mr. Bill Ross, Dr. Theodore Cogill, Marion Roeten, Mr. Bob Skinner and Mr. Jack Dentel.

After discussing the seven items presented to the Court on 3/29/78 with particular attention to the difficulty in drafting a Negative Declaration which would be acceptable to the Federal Highway Administration and the Wildlife Commission, possible delay of the project of at least one year, and how the channel change would be financed, Judge Hirai polled the group for direction the Court should take in the matter.

It was unanimously decided the bridge should remain in its present location and the irrigation users will take care of their own problems.

On this date, the bridge had only four inches of freeboard to stream surface. All present identified high water elevation within one foot of the bridge surface, resulting surge under upstream stringer caused water to come up through deck and flow over felloe guard on down stream side. All present felt the bridge should be raised so that a freeboard of 18 inches at high water would be maintained.

I advised the group our present bid letting schedule called for bids on July 27 and their action would insure maintaining the schedule.

RCL/dlm

cc: Dave Carter
Gary Potter
W. J. Hart
Hal Versteeg
Gerald Wimer
P. F. Burnett

5787

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, OR 97918

Attention of Hon. Roy Hirai
County Judge

Request No. (assigned by staff engineer or head of section) CC 1786

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $840.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	200.00	
		To be transferred to State Highway funds for the Jordan Creek (Jaca Road) Br. Section SOS-2300(1)		$640.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 840.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 223-1971-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. O. Wimer
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 5, 197~~7~~8

FILE:

FROM: Dale D. Allen
Region Construction Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Location Survey
Jordan Creek (Jaca Road)
Bridge
Malheur County
223-1971

Attached is a letter of transmittal from the Resident Engineer indicating the data being submitted on this project. A few items will follow that we have not obtained. The following describes what will follow:

Detour: A detour will be required. We have requested the county to advise us if they want to construct the detour or include the detour as an item in the contract.

Construction Easement: If we construct and remove the detour, an easement will be required. Our information has it that this will be no problem with the local ranchers whom this road serves. Existing right of way is 70 feet. An ownership map is being prpared.

Detour Special Provision: Again, if we construct the detour as a contract item, I would suggest we include the same special provision as used on the Spray-Kimberly project. This leaves the design, except the alignment and width, up to the contractor. (See attached specials.) Detour need not be oiled.

Bridge Design: County asked for functional, least expensive bridge. Before a clear span is selected, the county should be advised of the difference in cost between the clear span versus a three or four slab-span bridge. I do not suspect there is any serious ice or drift problem on this river. Hydraulics can check this out and let Region or the Resident know of the cost factor before the design is started. We have also asked for the county's recommendation on span type.

RECEIVED
JAN 9 1978
LOCATION SECTION

4/10/78
Returned
to Pete

DDA/dlm
Attachments

cc: Don English
Harold Brainerd - Note that construction easement may be required.
We should know answer in a week.

REFERRED TO
Pete
By Location Engineer

Jordan Creek (Jaca Road) Bridge
Jaca Road Malheur County
Prefix 223-1971

Narrative Report

Location and Description of Project

This survey started December 14, 1977 with three men in field tying in existing culture and making topography map. Two men worked 2 days in office preparing vicinity map and existing structure details. Project located approx. ½ mile south of M.P. 22.2 on the I.O.N. Highway, on Jaca Road.

Hydrological Data

This stream is used primarly for irrigation purposes. It has numerous check dams and irrigation facilities located throughout its length. None of these facilities are in conflict with construction of the new structure.

The flood plain in this area is relatively flat and quite wide,(See enclosed Jordan Valley quad sheet) any high water creates a large surface area of flooding. The flooding doesn't seem to create much damage due to lack of velocity.

Approximately 3 miles from the location of structure is an earthen fill dam for the Antelope Reservoir feeder canal which follows on the south side of the flood plain of Jordan Creek.

Utilities

The only utilities in the vicinity of the project are Continental Telephone Co. and Idaho Power Co. Both sets of lines are overhead and are approximately 40 feet from centerline on both sides of roadway. Detour may be in conflict with these

DA.

Traffic Control

Traffic will have to be maintained at all times during construction. The construction of a detour, complete with drainage facilities, maintenance, and removal of a detour should be included in contract bid item as lump sum. Drainage facilities should be a culvert or culverts large enough to prevent erosion &/or washout of detour.

Incidentals

All local residents are in agreement that the structure is in need of replacement. The existing structure is a through wood deck truss, with a county imposed load limit of 8 tons.

Note County has requested a bridge 28' wide not the 32' as suggested in thi typical section on the vicinity map

2787

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

Hon. Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Final Project Assessment, Jordan Cr. (Jaca Rd.) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Gerald Wimer
P. F. Burnett

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☑ OPE ☐
JAN 6 1978
File: PM FA LG OP
TAA ________

orm 81-734-3123

8787

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
DEC 19 1977
File: PM FA
LG OP
TAA

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1977

The Honorable Roy Hirai
Malheur County Judge
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Jordan Creek (Jaca Road) Bridge

The Safer Off-System Roads project which you applied for has been approved by the Federal Highway Administration for preliminary engineering.

Preliminary engineering, in this case, covers field work, hydraulics study, foundation exploration, final design, estimates of cost and writing of specifications. Anticipated costs for preliminary engineering is $6,000.

Under terms of the Construction-Finance Agreement dated September 16, 1977, page 2, item 3, the county shall forward its advance deposit in the amount of 14 percent of the total estimated cost for each portion of the work. ✓

$6,000 x 14% = $840

Actual bridge design is being performed under O.R.S. 369.210 at no cost to the county.

Please forward your advance deposit, made payable to the Highway Division, so we may proceed with all phases of preliminary engineering.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
cc: Gerald Wimer
P. F. Burnett

Form 81-734-3123

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO AND/OR AUTHORIZATION

8787

12-15-77

FEDERAL AID PROJECT NO.	OS-2300(1)
TATE PROJECT NO.	See Below
COUNTY NAME	Malheur
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80055

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations,DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	12-15-77
FEDERAL ROUTE NUMBER	Non Federal Aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

"Jordan Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Construction

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-13-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the abeve project at a total estimated cost of $145,400, Federal Funds, $124,720 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standars for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

AR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-77		for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8787

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
-2300(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80055

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-29-77	FEDERAL ROUTE NUMBER Non FederAl-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Jordan Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : TEC NTE $6,000, F.F. $5,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 11-22-77 letter

NOTED
F. B. KLABOE
12

DATE 11-29-77	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80055
Project No. OS-2300(1)
Jordan Creek Bridge Section
Malheur County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $6,000 with an obligation of $5,140 in federal funds.

CL:dmc
cc: W. Schwartz (Region 5)
✓ H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(P

November 22, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 1½ mi. W. of Jordan Valley 21 65	**ADT**	PRESENT DHV 10 50	FUTURE N/A (66) (70)	Y

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD	CLASS OF FEDERAL FUNDS Off System Roads		COUNTY NAME	
	NAME OF URBAN AREA -- 17-31		ROUTE NO. N	FEDERAL Non

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.2	6,000	5,140
5					**ROW**					
5					**CONST** (CODE) X080		"Jordan Creek Bridge Section"	0.2	145,400	124,720
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.2	151,400	129,860
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 10 50	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80055 (14) (19)

(69)	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
	(70)	(71)	(72) (73)	(74) (75)	OS- 14 23	2300 7	(1) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Malheur	045 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non (32)	Co. Rd. (36) (37)	-- (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
6,000	5,140	-	860 (Co.)	
145,400	124,720	-	20,680 (Co.)	ROW-70' minimum; Access Control-None; Parking Restrictions- None.
151,400	129,860	-	21,540 (Co.)	
(16) (23)	(24) (33)			

REMARKS

-over-

JORDAN CREEK BRIDGE SECTION
PROJECT NO. OS-2300(1)

Existing Facilties:
Roadway -- 20-foot gravel surface with no shoulders.
Bridge -- 90-foot steel truss with 12-foot roadway posted for 8-ton load limit.

Adjacent Sections: Same as existing roadway facilties.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Remove existing structure and construct a reinforced concrete bridge approximately 110 feet in length with a 28 foot roadway, grade and surface approach roadways and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Jordan Valley Airstrip is located approximately 1 mile north of the project; however, no conflict with the operation of the airstrip will result from this project.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on October 27, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8787

STATE OF OREGON **INTEROFFICE MEMO**

8

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Jordan Cr. (Jaca Rd.) Bridge
County Road
Malheur County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
~~R. W. Royer~~
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
E. S. Hunter
Date 1L 4-77

81-125-1387

JCB0002

Form 81-734-3030

8787

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Jordan Creek Bridge 305

Highway Jaca Road

County Malheur

Date Nov. 7, 1977, 19

Authorization No. 1

Survey Prefix 223-1469
(Assigned by Salem office)

Description of termini, route, length, etc.: Proj.Proj. is located South of MP 22.2 on the I.O.N. Highway on Jaca Road between MP. 0.45 and MP. ~~065~~ 0.65

Purpose of survey: Design Structure

Estimate of cost: Bridge 906 3,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

VR

8787

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 27, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-2300(-)
Jordan Creek (Jaca Rd.) Bridge
County Road
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
McHenry
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8787

8

September 19, 1977

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6255

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Jordan Creek Bridge Section of Jaca Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8781

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Cqquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

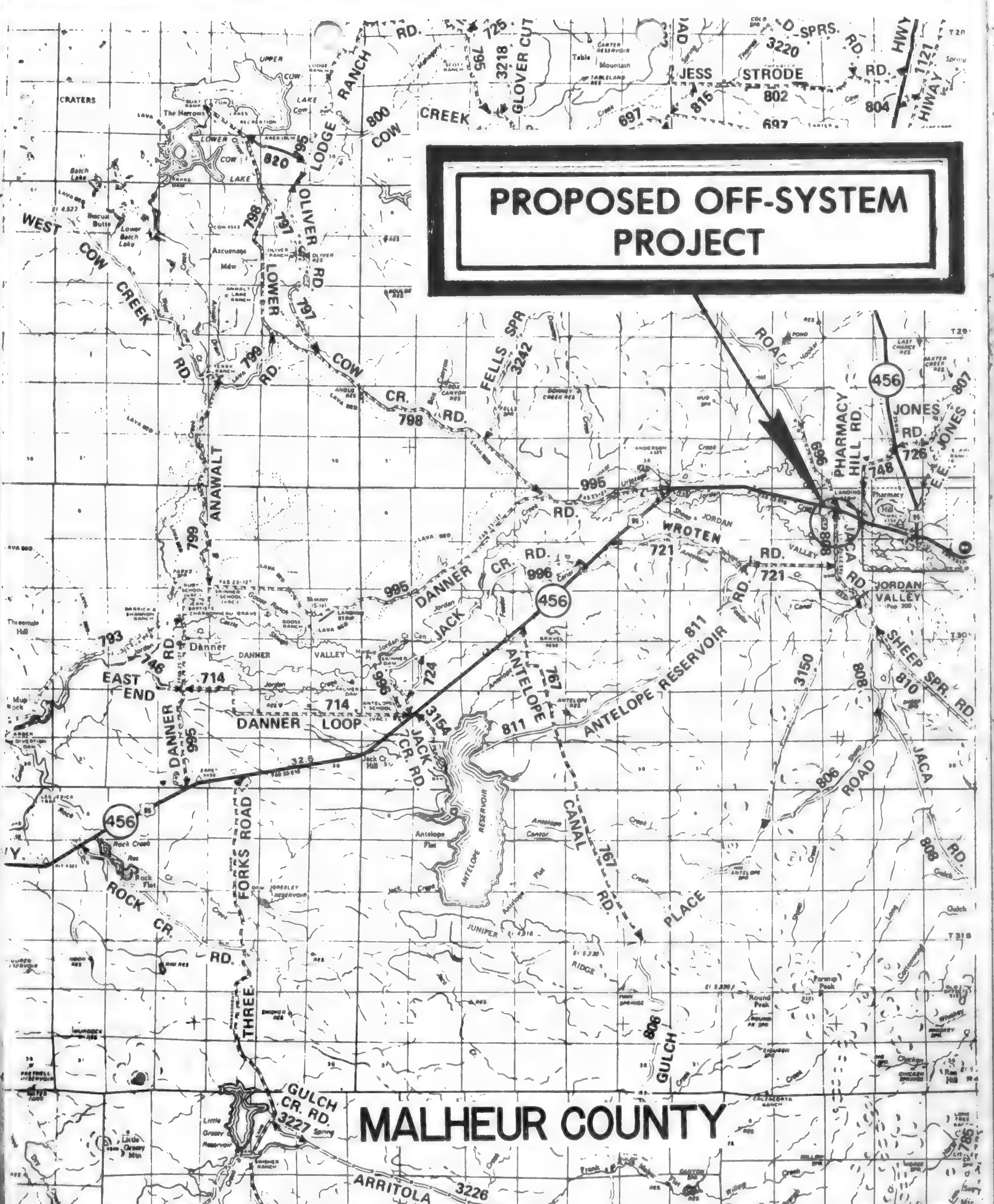
MALHEUR COUNTY
Proposed SOS-R Project

Jordan Creek Bridge
Jaca Road
Grade, Pave and Structure
$151,000

This project consists of constructing a structure across Jordan Creek on Jaça Road near Jordan Valley and performing the necessary approach work.

State will perform preliminary and construction engineering. State will furnish bridge design at no cost to the project.

77-a
7/5/77



PROPOSED OFF-SYSTEM PROJECT

MALHEUR COUNTY

8727 CSR

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1976

The Honorable Ray Hirai
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Proposed Off-System Projects - Jaca Road (Jordan Cr.) Bridge Sec.

As you know, Congress has continued the Safer Off-System Road Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted upon prior to their recent adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

Your request for the Highway Division to perform the necessary engineering on your project has been approved; however, no work may be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Vern Cusack
R. H. Prange
C. D. Hiatt

RECEIVED
COUNTY & CITY SECTION
NOV 22 1976
☐ ENGR. ☐ COORD. ☐ [illegible] ☐ AE ☐ [illegible]
☑ UPE ☒ CE ☐ [illegible] ☐ RPE ☐

Form 81-734-3123

FEDERAL AID PROJECT REQUEST

Date 10/27/76

Applicant Agency Malhuer County

Request for: Off-System X , FAS-C ____ , FAUS ____ Project

Federal Aid Route No. ____ Route Name ____

Project Name Jordan Creek (Jaca Road) Bridge

Project Length 0.2 mile+ Project Location (Attach sketch map)

Project Description Construct prestressed concrete bridge and approaches

Average Daily Traffic 50 (estimated) Design Speed 50

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ RE
☐ UPE ☒ CE ☐ BE ☐ BPE ☐

Complete Applicable Sections:

505-2300 ( )

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes 2 Shoulders 0

Medians none Parking none

Sidewalks none

Remarks Select pit run surface

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 - 10' Shoulders 4'

Medians none Parking none

Curbed none Length Curb Radii none

Sidewalk/Bikeway none

Remarks cost of bike path would not be justified, little or no use

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70 Minimum 70 Maximum 70

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks Right of wAY established between July 1849 and May 1850 by Act of Congress as Territoial Road

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None
Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type N/A
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M. P. 0.6 , Jordan Creek
Type Steel truss
Approach Roadway Width 20 Shoulder Width 0
Length 90' Width 12'
To remain in place? no

2. **Proposed Structure:**

Location M. P. 0.6 , Jordan Creek
Approximate Size: Length 110' Width 28

Are sidewalk/bikeways desired: No, cost would not be justified because of little or no use

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks Existing structure limited to 8 ton maximum load. County is requesting replacement with functional least expensive design.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

Name of Railroad N/A
Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? No

Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Roy Hirai, County Judge Office
2.	Environmental	" " Office
3.	Public Hearing	" " Office

Remarks____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000.00
Right-of-way costs (if participating)	0.00
Traffic control	0.00
Illumination	
Structures	126,000.00
Railroad	0.00
Other________	0.00
Preliminary engineering	5,200.00
PROJECT TOTAL	$151,200.00

Remarks County is requesting bridge design at no cost under provisions of O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

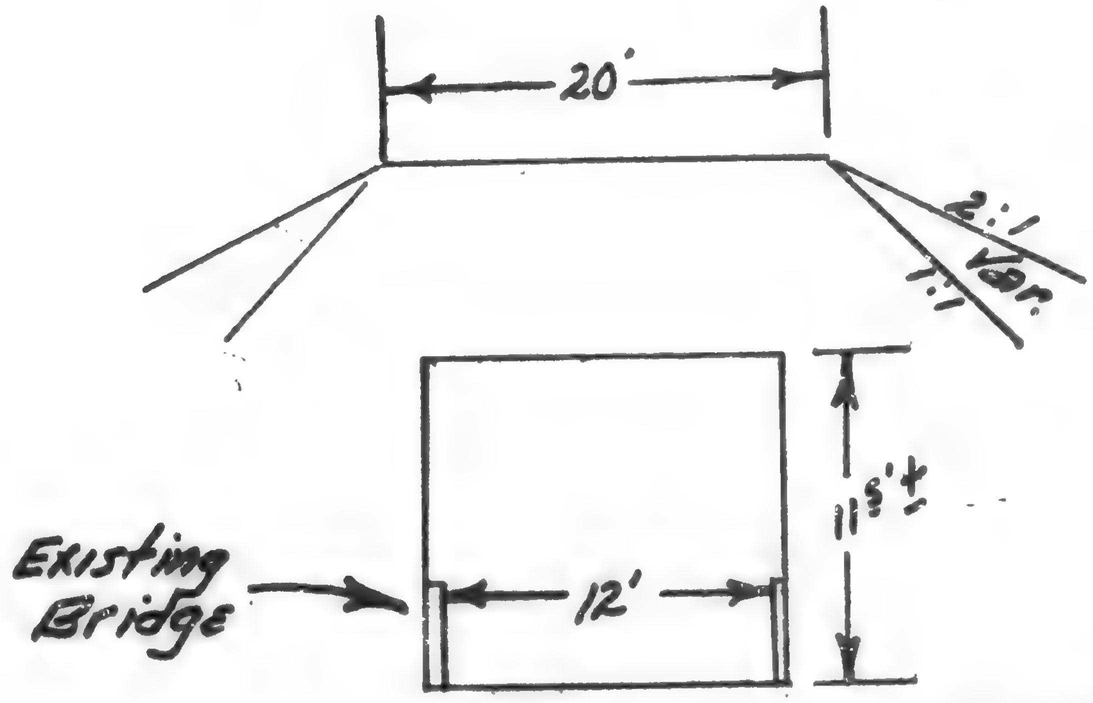
CITY OF ________ and/or Malheur COUNTY

By________ By Ray Hirai

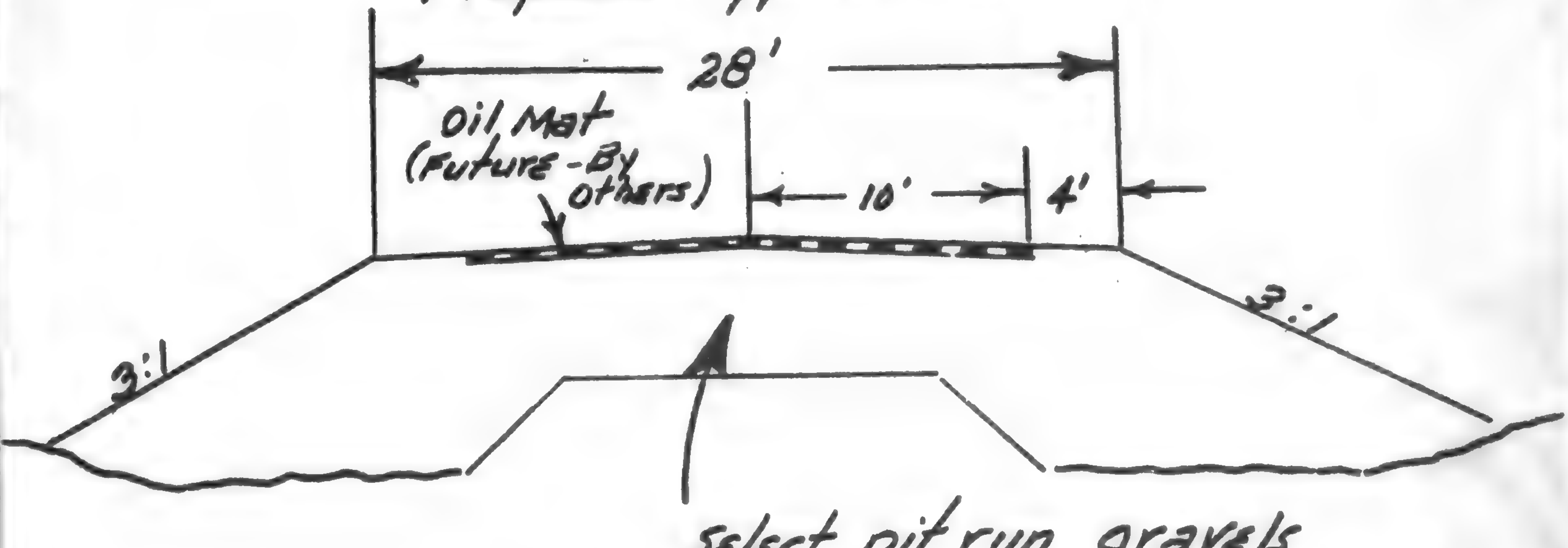
By________ By W. C. Hammack

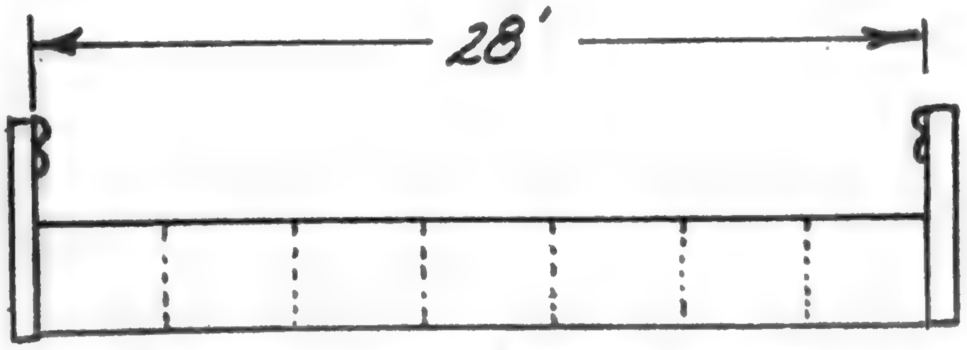
By Sam E Bentley

Existing Typical Section

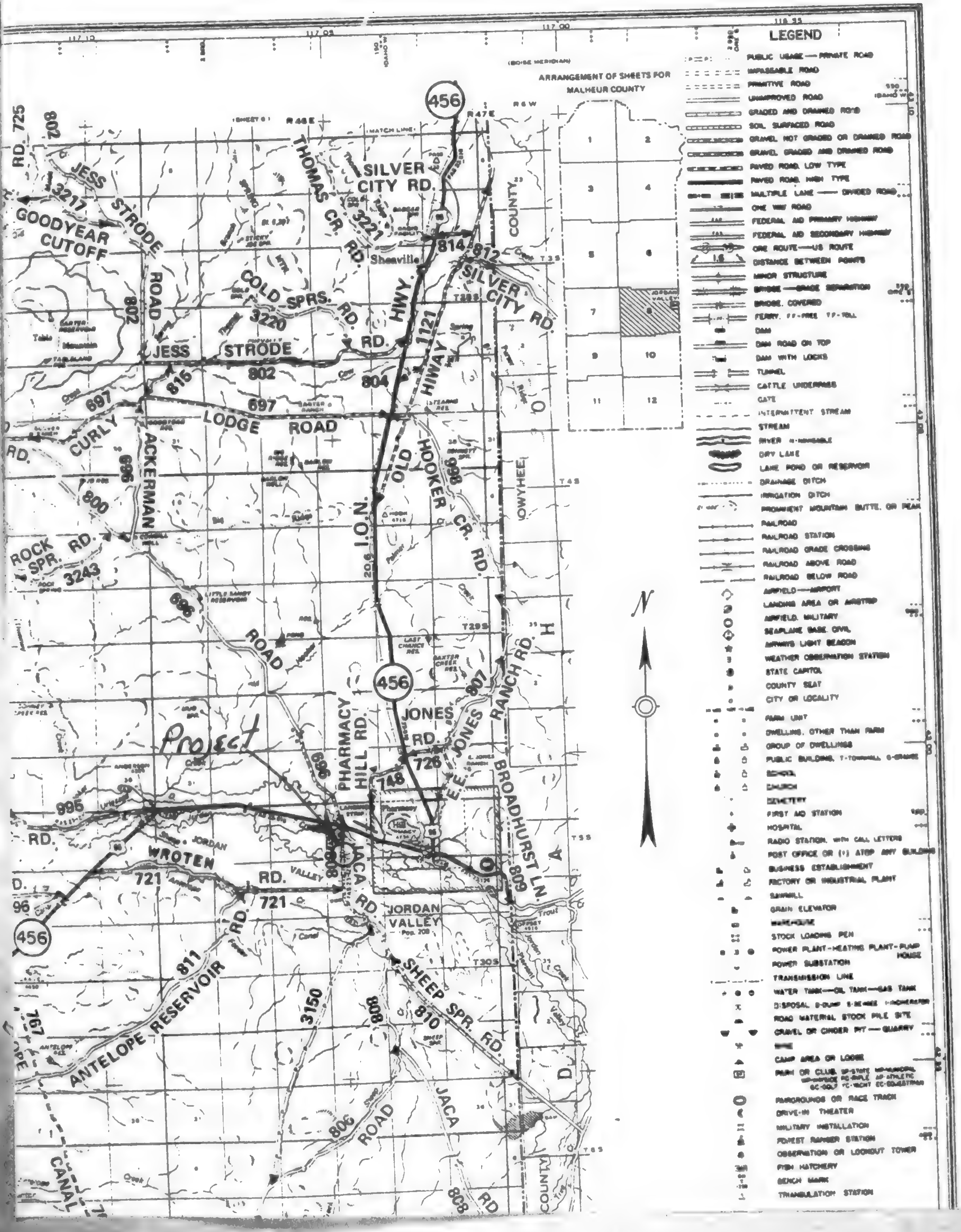


Proposed Typical Section





Proposed prestressed conc. bridge


LEGEND
ARRANGEMENT OF SHEETS FOR MALHEUR COUNTY
1
2
3
4
5
6
7
8
JORDAN VALLEY
9
10
11
12
(BOISE MERIDIAN)
MATCH LINE
R 46 E
R 47 E
R 6 W
T 3S
T 29S
T 4S
T 5S
T 30S
T 6S
117 15
117 05
117 00
116 55
456
RD. 725
708
JESS STRODE ROAD
3217
GOODYEAR CUTOFF
802
THOMAS CR. RD.
3221
SILVER CITY RD.
Sheaville
814
812
SILVER CITY RD.
COLD SPRS. RD.
3220
HWY.
1121
JESS STRODE RD.
802
804
HINAY
816
697
697
LODGE ROAD
CURLY RD.
ACKERMAN
696
800
OLD HOOKER CR. RD.
998
I.O.N.
20.6
ROCK SPR. RD.
3243
696 ROAD
COUNTY
OWYHEE
IDAHO
Project
456
PHARMACY HILL RD.
JONES RD.
726
E.E. JONES
807
RANCH RD.
BROADHURST LN.
809
748
699
995
RD.
WROTEN RD.
721
721
808
JACA RD.
JORDAN VALLEY
Pop. 208
RD.
96
456
811
ANTELOPE RESERVOIR
3150
808
810
SHEEP SPR. RD.
767
ANTELOPE
806 ROAD
JACA ROAD
808 RD
CANAL
COUNTY
N
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DRY LAKE
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (+) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT - HEATING PLANT - PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK — OIL TANK — GAS TANK
DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

5757 OS- 14

Form ~~E-49~~ (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

(305)

Section Jordan Creek Bridge
Highway Jaca Road
County Malheur

Date October 29, 1976
Authorization No. 1
Survey Prefix 223-1971 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project is located South of M.P. 22.2 on the I.O.N. Highway on Jaca Road between M.P. 0.45 to M.P. 0.65. This is an Off-System Project.

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey:

Perform necessary engineering to design, prepare plans, and specification for a structure and approaches. The Highway Division will be requested by the county to design and proposed structure at no cost to them.

Estimate of cost:

Field	901	2,500
Plans	905	200
~~Str. Design~~	~~906~~	~~3,500~~
Soils	910	300
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	2,000

05-23006)
11-29-77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 6,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
R C Lang
Field Engineer

Recommended for Approval:
Regional Engineer

SP*23604-734

Recommended for Approval:
Frank E
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

OFFICE ENGINEERING SECTION
F.A. P. E. APPR.
FED. AID

8787.

SOSR

SOS-2300(-)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 29, 1976

R C Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed SOSR Project
Jordan Creek (Jaca Rd.) Bridge
Malheur County

TO: R. H. Prange
Local Programs Manager

SALEM

Attached is project application and environmental assessment submitted by Malheur County for the above project.

This is the first Safer Off-System Roads Project requested by Malheur County and was handed to me on October 28, 1976.

You will note the County has requested the State to perform the necessary preliminary and construction engineering. Also, the County is requesting bridge design at no cost under the provisions of ORS 369.210.

Please take the necessary steps to place the application in line for funding.

Authority for Survey is also attached.

7-20-77
ASSESSMENT
TO POTTER.
✓

Prange

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☒ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RCL:sh
Attachments

cc Hon. Roy Hirai w/attach
C. D. Hiatt "
Verne Allen "
Harlin Gerlach "

8787

CSR
Malheur Co

Robert Straub
XXXXXXXXXX

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

September 29, 1975

Re: Off-System Roads
Program

The Honorable Roy Hirai
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

It has been determined county-wide or area-wide bridge replacement programs will not be accepted by the Highway Division for funding under the Off-System Roads Program. The intent of the Interim Procedural Guidelines is to provide each county the opportunity to apply for a project not to exceed $500,000.

I suggest you submit your application and environmental assessment as soon as possible so you may be in line, should additional funds become available.

Sincerely,

RC Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:je

cc: George Hopkins

RECEIVED
COUNTY & CITY SECTION
SEP 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

x787

-Malheur Co
CSR

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
XXXXXXXXXX

September 8, 1975

The Honorable Roy Hirai
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

In order to submit the Willow Creek Bridge Replacement Program as a project, it will be necessary to fill out an application.

Enclosed is a sample application on which I have shown some pertinent data. Also enclosed is a sample County Force Order, in event you should elect to request that necessary grading of the approaches be done by the County.

I have been advised that O.R.S. 369.210, pertaining to free bridge design for counties, pertains only to the mechanics of design. Therefore, field data for the design would be gathered by the consultant.

As previously discussed, it is apparent the funds under the program are now exhausted; however, I urge you to apply for the project in event additional funds should become available.

I am retaining your environmental assessment and narrative report on the proposed project at this office.

Please contact me should you have any question.

Sincerely,

W. E. Schwartz
Regional Engineer

By

RC Lang
R. C. Lang
Regional Federal Aid Engineer

4/7/76
Not adequate to establish a priority listing or [illegible] Harder
H

RECEIVED
COUNTY & CITY SECTION
SEP 9 - 1975
☒ ENGR. ☐ COOR. ☐ GE ☒ AE ■ UE
☐ UPE ☒ CE ☐ RE ☒ RPE ☐

RCL:je

cc: Don Harwell

1978 Monitor Rd. Jct. Sec. 8788
of Hillsboro-Silverton Hwy.
(grading, paving & signing)

CaA 6624 8-29-78

8788

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-94		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HHS-75(2)
MODIFICATION NUMBER 3	11/18/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 545,900.00	$ 545,790.00
Federal funds	$ 491,310.00	$ 491,210.00
Other revisions		

This modification is made for the following reasons: To release appn. code 145 funds to cover overrun on final voucher on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of November, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 14, 1980

Federal Aid Project
No. HHS-75(2)

Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,000.00

Type Code ROW
Rights-of-Way

Rights-of-Way	All Required	$ 86[illegible]90.00

Type Code 6201
Roadway (Sta. 2268+80 to Sta. 2307+50)

Total the same as previous estimate of October 30, 1979	$452,900.00

SUMMARY OF FUNDS

Description	Appn. Code	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	145	$ 6,000.00	$ 5,400.00	$ 600.00
Right of way	145	86,890.00	78,200.00	8,690.00
Roadway	145	347,196.00	312,476.00	34,720.00
Roadway	141	105,704.00	95,134.00	10,570.00
TOTAL		$545,790.00	$491,210.00	$54,580.00

Group 1 - 100%
Contract No. 8788
Prefix 124-1921
Prefix 124-2519
Prefix 124-1034

1788

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-63		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	12-3-79	Project Number HHS-75(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 7 , 19 78 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 440,196.00	$ 545,900.00
Federal funds	$ 396,176.00	$ 491,310.00
Other revisions		

This modification is made for the following reasons:

To include increases in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of December , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moebring

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 837 494

Gen File

Oregon State Highway Division
Salem, Oregon, October 30, 1979

Federal Aid Project
No. HHS-75(2)

MONITOR ROAD JUNCTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

Type Code P.E.				
Preliminary Engineering	All Required			$ 6,000.00
Type Code R/W				
Right of Way	All Required			$ 87,000.00
Type Code 6201				
Roadway (Sta. 2268+80 to Sta. 2307+50)				
Subtotal on previous estimate of Aug. 18-1978				$ 305,900.00
Previous Estimate				
Flagmen	600	Hour	15.50	9,300.00
General Excavation	477	Cu.Yd.	2.50	1,192.50
Aggregate Base	5,030	Ton	6.00	30,180.00
Class "B" Asphalt Concrete Mix	845	Ton	15.00	126,750.00
Asphalt Cement in Mix	550	Ton	80.00	44,000.00
				$ 211,422.50
Revised Estimate				
Flagmen	2,002	Hour	15.50	$ 31,031.00
General Excavation	2,230	Cu.Yd.	2.50	5,575.00
Aggregate Base	6,206	Ton	6.00	37,236.00
Class "B" Asphalt Concrete Mix	10,483	Ton	15.00	157,245.00
Asphalt Cement in Mix	611	Ton	80.00	48,880.00
P.A.#2 PitRun Rock	1,177	Cu.Yd.	5.90	6,944.00
P.A.#4 Cement Treated Subgrade	3,582	Sq.Yd.	2.31	8,274.00
P.A.#4 Cement in Treated Subgrade	63.2	Ton	75.00	4,740.00
P.A.#4 Bar Run Gravel	804	Cu.Yd.	8.00	6,432.00
				$ 306,357.00
		Increase		94,934.50
		Subtotal		400,834.50
		Engineering		52,065.50
		Total		452,900.00

Length of Project - - - - - - - - - - - 0.733 mi.
Cost of Roadway per Mile- - - - - - - - $ 617,871.76

Oregon State Highway Division
Salem, Oregon, October 30, 1979

Federal Aid Project
No. HHS-75(2)

SUMMARY OF FUNDS

Description	Appn. Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	145	$ 6,000.00	$ 5,400.00	$ 600.00
Right of Way	145	87,000.00	78,300.00	8,700.00
Roadway	145	347,196.00	312,476.00	34,720.00
Roadway	141	105,704.00	95,134.00	10,570.00
		$ 545,900.00	$ 491,310.00	$ 54,590.00

Group 1 100%
Contract No. 8788
Prefix 124-1921
Prefix 124-1034
Prefix 124-2519

8788

9

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-31		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	8-28-78	Project Number HHS-75(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, , 1978 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 440,196
Federal funds	$ 11,700	$ 396,176
Other revisions		

This modification is made for the following reasons:

Authorization of right of way and the letting of contract

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon, August 18, 1978

Federal Aid Project
No. HHS-75(2)

MONITOR ROAD JUNCTION
HILLSBORO - SILVERTON HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$ 6,000.00

Type Code R/W

Right of Way	All Required		87,000.00

Type Code 6201
Roadway (Sta. 2268+80 to Sta. 2307+50)

Mobilization	All Required		$ 30,800.00
Temporary Protection and Direction of Traffic	All Required		10,365.00
Temporary Signs	215 Sq.Ft.	6.00	1,290.00
Temporary Barricades	2 Lin.Ft.	55.50	111.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	775 Lin.Ft.	6.00	4,650.00
Temporary Plastic Safety Markers	7 Each	90.00	630.00
Flagmen	600 Hour	15.50	9,300.00
Cleaning And Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		1,650.00
General Excavation	477 Cu.Yd.	2.50	1,192.50
Embankment in Place	7,610 Cu.Yd.	3.25	24,732.50
Trench Excavation	60 Cu.Yd.	20.00	1,200.00
Finishing Roadbed and Slopes	All Required		2,550.00
Watering	200 M-Gal.	15.00	3,000.00
Aggregate Base	5,030 Ton	6.00	30,180.00
Class "B" Asphalt Concrete Mixture	8,450 Ton	15.00	126,750.00
Asphalt Cement in Mixture	550 Ton	80.00	44,000.00
12-inch Culvert Pipe	70 Lin.Ft.	11.50	805.00

18-inch Culvert Pipe	200 Lin.Ft.	13.50	2,700.00
Guard Rail, Type 1	25 Lin.Ft.	18.00	450.00
Extra For Asphalt Approaches	8 Each	220.00	1,760.00
Delineators	40 Each	20.00	800.00
Removal of Existing Sign Installations	All Required		575.00
Wood Sign Posts	All Required		2,000.00
Type "C" and "D" Signs in Place	110 Sq.Ft.	9.00	990.00
Type "U" Signs in Place	63 Sq.Ft.	13.00	819.00
Remove and Reinstall Existing Signs	All Required		300.00
			$304,600.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 800.00
Temporary Erosion Control	All Required	500.00
		$ 1,300.00
	Subtotal	$305,900.00
	Engineering	41,296.00
	TOTAL	$347,196.00

Length of Project - - - - - - - - - - - - - 0.733 mi.
Cost of Roadway Per Mile - - - - - - - - - $473,664.39

Work Retained in Program Status
(not included in amounts below)

Monitor Coop Tel. Co.	All Required	$ 500.00
Roadside Seeding and Mulching	All Required	500.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,400	$ 600
Right of Way	87,000	78,300	8,700
Roadway	347,196	312,476	34,720
	$440,196	$396,176	$44,020

Group 1 100%

Contract No. 8788

Prefix 124-1921

Prefix 124-2519

Prefix 124-1034

STATE COPY OMB No. 04-R2089 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-88	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-7-78	te Oregon County Marion Project No. HHS-75(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 214, Approx. 3 miles N. of Mt. Angel

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-9-77	0.66
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT $ 13,000.00	FEDERAL FUNDS $ 11,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon - June 1, 1978

Federal Aid Project
No. HHS-75(2)

HILLSBORO-SILVERTON HWY. @ MONITOR-WOODBURN RD. SECTION
MARION COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 13,000.00
		$ 13,000.00

Length of Project: 0.66 Miles

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 13,000	$ 11,700	$ 1,300
Retain in PS&E (Right-of-Way)	87,000	78,300	8,700
Retain in Program (Road Work)	260,000	234,000	26,000
Total	$360,000	$324,000	$36,000

Prefix 124-1921
Group 1

8788

L.

August 29, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
#8788

Gentlemen:

A post-final payment for $9,553.58 will be made to Willamette-Western Corporation on Contract No. 8788 for work on the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $408,549.79 including the post-final payment. Of the total, $967.37 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Willamette-Western Corporation
P. O. Box 3320
Portland, OR 97208

Corroon and Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc: C. T. Kessey
Walt Hart
C. O. Fredrickson

#8788

OVERNMENT PRINTING STATE COPY

8-22-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 8/22/80	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. HHS-75(2)
COMPLETION DATE 9/14/79	ACCEPTANCE DATE BY CONTRACT AGENCY 1/9/80	TIME ELAPSED 100 %	CONTRACT TIME 80 CWD
APPROVED EXTENSIONS 52 CWD	LOCATION SR 214, Approx. 3 mi. N. of Mt. Angel		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MONITOR ROAD JUNCTION
HILLSBORO - SILVERTON HWY.
Grading, Drainage and Paving

This project provided for the re-alignment of an existing highway to eliminate a high hazard intersection on a 20° curve with poor sight distance. Work included the construction of 2-12' lanes with 4' shoulders.

The final cost of the completed project overran the original estimate by approximately 2.4%.

A final inspection of the completed project was made October 18, 1979. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
cy Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 8/26/80	TITLE Field Operations Engineer	DATE 8/27/80

Previous Editions of PR-33E Will Not Be Used.

788

January 11, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
Contract #8788

Gentlemen:

Contract No. 8788 awarded to Willamette-Western Corporation for work on the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County was completed on September 14, 1979, and accepted by the State Highway Engineer on January 9, 1980.

Final payment in the amount of $20,484.63 will be released to the contractor after January 16, 1980. The total contract amount is $398,996.21, including $967.37 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: Willamette-Western Corporation
P. O. Box 3320
Portland, OR 97208

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8788

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

11-20-79

FEDERAL AID PROJECT NO.
H S-HES-75(2)

2

STATE JECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
70597-16

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

11-27

RECEIVED
STATE HWY ENG
NOV 27 '79
REFER TO
FOR
Info | Inves | 9/0 | D/S | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-5-78	11-20-79	Primary 75
		STATE ROUTE NUMBER
		Secondary 140

GENERAL LOCATION:
Hillsboro-Silverton Hwy at Monitor-Woodburn Junction.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-30-79 I approve the program change adding appropriation code 141 to supplement appropriation code 145. Project Number prefix is changed to HHS-HES-75(2) accordingly.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. Hossmer	for Division Administrator

RM PR-1240
EV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8788

140

11-14-79

Narrative Report

Beard Stoudenmeyer
I Cole WEB. Sample
Eriksen Watson
Hager Dorn Leu
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JHd

please prepare Ltrg Reply OK WEB

MONITOR ROAD JUNCTION SECTION
Hillsboro-Silverton Highway
Marion County
Contract # 8788
Prefix 124-1034

Versteeg
I Anderson Doc
Christensen
Olson
Sullivan copy
Terpin
Trout
Wakefield

RECEIVED
NOV 14 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

The purpose of the project was to eliminate a dangerous curve situation around what is known as the Pheasant Tavern at the junction of Monitor Road with the Hillsboro-Silverton Highway. The curve lies in a low area, and the sight distance is further restricted on the inside of the curve because of brush, the Pheasant Tavern itself, and the trailer manufacturing factory. In fact, during the time we were there last fall, there was a fatality on this curve on the northerly side. It was not due to any activity that we had going on but just one of the many accidents that has occurred on this road throughout its history.

The contract itself was awarded the 1st of August, 1978. Actual work started on September 7, 1978. Unfortunately, shortly after work started, we began getting our normal summer showers. We started that week, worked a part of the next week and had to quit because of the soft subgrade. The third week we worked again a part of the week. The ground was wet and began to pump, so we stopped again temporarily. The fourth week, assuming that we were not going to be able to do any more work this fall, we began winterizing the job and actually had written the stop work order, though we did not send it to the contractor. The fifth week there was no work. During the fourth and fifth weeks and early in the sixth week, we had a spell of clear weather. Thus, during the latter part of the sixth week, we resumed work. However, almost immediately we ran into some soft subgrade again, especially in the area southerly from the power line access road. We then spent the latter part of the sixth week and the first part of the seventh taking care of this situation.

Lime treated subgrade was considered, but we felt that the area was so short it would be almost prohibitive to bring in equipment to take care of the lime work. Therefore, we decided to use quarry run rock to take of the situation. At the same time, we also issued a price agreement to do the subexcavation in the cut areas as an extension of the bid item for general excavation.

The last of the seventh week we began running pit run rock for both the subexcavated area and the fill. In the fill, we brought the embankment up to within approximately half a foot of grade with normal fill material and topped it out with the pit run rock on the price agreement. This decreased the amount of embankment in place quantity by the depth we were low. By doing this, we were able to finally get the stage one portion completed to where we could put on base rock and cover it with paving. This winterized it better than we could have done had we not been able to pave it at all.

Finally, in the tenth week we completed all the paving that could be completed at this time and issued a stop work order. We completed what winterizing was necessary to provide drainage through the winter.

In the summer of 1979, beginning late May, we began taking moisture samples of the subgrade to develop an idea of how soon we could get back on the job. We continued taking these until the latter part of June, when so far as apparent moisture content was concerned, we could have returned to the job. However, due to the fact that the first order of business was going to be the stage construction on both ends of the job, which would cause us to be in a one-way traffic condition 24-hours a day, we decided not to start until after the 4th of July weekend.

We finally lifted the stop work order as of July 9 and did what restaking was necessary to allow the contractor to come in and go to work. He moved in equipment on the 16th, finished signing on the 17th and did some work on the stage construction on the sides of the road where he could do so without getting into a flagging situation or disturbing the existing road. On the 23rd he began the pavement cutout with the traffic on a 24-hour control.

The 24-hour control had originally been assumed to last approximately six days. However, due to restrictions in the work area, subgrade problems, and so forth, we had misjudged the time it would take to do the work. In fact, we had one six-day period where we were virtually shut down because half the road on the south side couldn't be done until we did some subgrade corrective work. We had tried subexcavation but this proved unsuccessful because, at least in the areas where we had removed the old pavement, there didn't seem to be any bottom. We were down two feet with subexcavation. We put back-fill in, ran over it a few times with a truck and it began to pump. As a consequence, we established Price Agreement #4 to bolster the subgrade to where we would have some hope of developing enough strength to support the loads that would be put on it.

This was a cement treatment process. We treated about 8 inches of the grade with approximately 5% cement. In this same price agreement, we decided to use bar run gravel on the fills we would be building on the other side rather than using dirt embankment. The embankment we had been getting was on the wet side in itself, and we found that anytime we removed the existing pavement we had nothing but problems. This appears to be a perennial condition. I have had experience with it before, and I know other people have too. You may have pavement that is supporting the load very well with no signs of deflection, but as soon as you take it off you find ~~that~~ the area beneath it completely saturated. In this particular case, the ground beside the pavement and even at a lower elevation was as hard as a road would normally be. In fact, the contractors trucks were running loaded in the field with no deflection whatsoever. Yet beneath the old pavement area there seemed to be no limit to the soft areas.

When we did the second side, we had one or two areas where we were forced to remove the pavement because of the grade. Again we subexcavated, but in this case we had to go in with some pit run rock and some A/C to beef up the thing enough to hold it so we could get across. This is a condition that I think needs to be considered in any job in the future where we are covering an old roadway with a gradeline that, generally speaking, will remove the old pavement.

Where we have taken the old pavement off and attempted to replace it with a normal surfacing design, our experience has been that we have to subexcavate. My feeling is that where we are flirting with old pavement grades, if at all possible we should not take the pavement off but should plan our grade to cover it. If we are forced to take it off for some reason, which obviously in many cases we are, then we should recognize the fact that we are going to have subgrade problems and devise some type of treatment for those areas. This should be placed in the contract so that we don't get into price agreements, extra work orders, or whatever, which at this stage of the operation are extremely expensive and cause delays while decisions are made as to exactly how we are going to handle the situation.

Finally, after all the above efforts, we were able to pave the right side such that we could get one-way traffic through Stage 2 on August 4. The left side was then graded and paved, with 2-waytraffic established on the south end on the 9th, and both ends on the tenth. The remainder of the work -- shoulder rock, signs, sight posts, and so forth -- was done by the 23rd. We still had the slope areas and the areas where we had obliterated pavement that needed seeding and mulching. The contractor was not able to get on this until the 14th of September. We did issue a stop work order on the 23 until September 14, charged the one day on the 14th, which brought us out even, so we were not going to have to ask for a time extension.

A review of the bid items is fairly simple. The flagging, as said earlier, overran 600 hours to 2002. The contractor was very cooperative with the flagging. They had someone there during the entire 24-hour period to work as a foreman. Thus, if a light plant went out, there was someone to repair it. If a flagman for some reason had to leave his post, there was someone to replace him. We feel that this was exemplary on the part of the contractor. We have had other contractors who wouldn't even consider doing something like this, and if we insisted, it would be quite a battle to get this type of attention. I believe that if we have a condition such as this in future contracts, we should specify they have a foreman there at all times because light plans can go out, which they did on this job on occasion. Also people get sick, don't show up for work, or whatever, in which case you can have a serious problem. If there is no one around to take care of it, even if we are notified, it will still take us time to get there and cure the situation.

The general excavation originally was about 500 yards which was intended to cover the removal of the old roadway on each end of the job and to move the power access road. We had a pretty decent price for this as far as we were concerned -- $2.50 a yard. They agreed to use this as a pay item for subexcavation that we found necessary at various places on the job where we encountered soft subgrade. This finally got up to a quantity of 2225 yards, which sizeably contributed to the overrun on the overall project.

The embankment in place actually underran mainly because of the areas where we had used the pit run material, the quarry rock in the fall of 1978, and the gravels in the summer of 1979. They had a borrow set up at Silverton Sand and Gravel which was basically stripping from the sand and gravel operation in the Abiqua Creek. Materials wasn't as good as it could have been. It was on the wet side which, with the conditions we had, there were times it was difficult to take care of and had to be aerated. However, during the period of time we were actually in the borrow situation in the summer of 1979, the weather was hot enough that most times aeration could take care of the problem.

The aggregate base was obtained from a stock pile, which again Silverton Sand and Gravel had made, as nearly as I can tell, some time during the early summer of 1978. The material itself was actually pretty good. They had [redacted] [illegible] by some means kept the sand equivalent in bounds. Gradation was a little on the coarse side but it worked well. There was perhaps a problem in that the design only gave us four inches on the road. Under ideal conditions, everything being dry and the subgrade firmly compacted, this might be enough. But my impression is that in general, we should have a little greater depth than four inches.

The asphalt was furnished by Willamette Western from one of their subsidiary operations in Oregon City. The testing was done by the Portland area testing people headed by Darrell Vessey. His people took samples and furnished weigh people during the fall of 1978, and in general, did an excellent job of quality control. Helping, at least in the summer of 1979, was the fact they were using this same source as the material for the paving on Powell Boulevard in Portland, so that we were benefiting from the quality control for that job. We did have one problem that should not have occurred. It really wasn't very detrimental. The mix design for the job was 88 pass the $\frac{1}{2}$, with a ±6, which would lead you to believe that the broad band would be 94 on the top limit. However, there was a clause in the Special Provisions which stated that it could not go outside the specified broad band 92. This wasn't found until we had done some of the work in the fall, and when we resumed work in the spring, for some reason it still was not brought to the attention of the contractor. There were several days when we had a 93 passing the $\frac{1}{2}$, which would be 1% in excess of the broad band. This was not brought to the attention of the contractor. We sent in a proposed penalty assessment for this percentage, but I recommended that we do not make that assessment. Construction has returned the computations with the same decision.

Generally, the bid items, other than the ones we have covered are normal. There was one problem with the signs. The permanent signing plan was what the contractor used for bidding the Type C, D and U signs and posts. However, the temporary signing sheet of the plans showed four stop signs to be installed. These were in a way a part of the stage construction but they were also to remain in place as permanent signs. These signs did not get on the estimate nor did the posts get on the estimate. The contractor missed them when he bid the job and our people missed them when they set the job up. I feel that we owe him for those signs though as yet he has not made a formal claim.

Regarding claims, he has written a letter stating that he is going to ask for additional money covering the period of time that we were having subgrade problems. The total time involved is six days and from the tone of his letter, I gather that all he is asking for is his overhead for that six day period, that is: the foreman, light plants, transportation, etc.

Project: MONITOR ROAD JUNCTION SECTION
Highway: Hillsboro-Silverton
County: Marion

Contract No: 8788
Prefix: 124-1034
FAP No: HHS-75(2)

SUMMARY

Item No.	Item	Original Amount	Semi-Final	+ -
	Bid Items	304,600.00	367,358.98	+
	Anticipated Items	12,300.00	4,452.00	-
	Contingencies	14,260.50	25,071.48	+
	Engineering	28,521.00	45,000.00	+
	TOTAL	359,681.50	441,882.46	+ 23%

All substantial changes were evaluated and only the ones shown below meaningfully affected the total project cost.

B.I.7	Flagmen	600 hours 9,300	2002.5 hours 31,0381.75	+ 23.8

The contract amount anticipated the connections to the old road to be done in six days. The actual time was 16 days with four people on a 24-hour per day condition. The work itself took longer than we anticipated due to the close confines plus we had soft subgrade problems requiring subexcavation and in the extreme case the one where we resorted to cement treatment. This alone caused a 6-day delay while we were working up the quantities, negotiating prices and the contractor was mobilizing to do the work.

B.I. 10	General Excavation	477 yds 1,192.50	2225.04 5,562.60	+ 366

The contract plans called for excavating the old roadway on each end of the project and the removal of the power line access road. Early in the course of the work, we ran into some soft subgrade which required removal. Under Price Agreement #2 this was done by extending the bid item for general excavation.

Again this summer when work resumed, we encountered more problems, especially in the area where we removed the old pavements and found very wet conditions below.

B.I. 16	Class B - A/C	8450 tons 126,750.00	10,469.44 tons 157,041.60	+ 24

A review of the plans showed we needed about 9,000 tons for the net quantity. To this we added 500± tons for the overlay of the old highway which reverts to the county.

Some of the soft areas previously mentioned were filled with A/C, these accounting for about 350 tons.

The remainder of the overrun was caused by subgrade problems and the stage construction. The subgrade problems began in the fall of 1978 and, though we were setting grades between the lifts of pavement, we still weren't getting the best results. As a consequence, this summer we set skis on each side of the paver and ran through with a control panel to even up the grade.

The stage construction on the ends was done on stage one for less than half the roadway, which also caused some control problems. These were carried across into the adjoining panel. Correction for this was done in the control panel on the top lift with the ultimate result that the pavement thickness is somewhat more than the plans anticipated.

B.I. 17	Asphalt Cement in Mixture	550 tons 44,000	610.57 tons 48,845.60	+ 11

See above explanation. The difference in the overrun comes from the decrease in the percentage of asphalt used from 6.5 planned to an average of 5.8 in the actual product.

P.A.# 2	Pit Run Rock	1350 cu yds 7,965.00	1177.20 cu yds 6,945.48	- 13

Though this shows as an underrun, it is, of course, a part of the project overrun as it was an unanticipated item. It did result in a small saving in Embankment in Place as the top half-foot lift thus occupied was deleted from the bid item computations.

P.A. # 4	Cement Treated Subgrade	3600 sq. yds. 8,316.00	3582.67 sq. yds. 8,275.97	-

Again, this slightly underruns the face amount of the Price Agreement, but it is a total overrun in the project amount.

P.A.# 4	Cement in Treated Subgrade	65 tons 4,875	63.21 tons 4,740.75	- 3

Same as above.

P.A.# 4 Bar Run Gravel 1800 cu. yd 804.16 cu. yd
14,400 6,433.28 - 55

This underran the original estimate but also is on the main a project addition. There is a mitigating factor in this item, however. The Embankment in Place quantities were decreased by approximately 600 yds at a monetary savings of $2,000.00.

P.A.# 6 Seeding & Mulching $3,630 $3,630

There were two items shown on the Project Authorization, one for $500 for temporary erosion control and one for $500 for permanent erosion control. These figures were both used to offset the total cost we finally came up with. Thus the effective overrun is $2,630.

Engineering 28,521.00 42,129.00+ + 48

We have made a study of the job charges we have recorded and arrive at the following percentages.

		1978	1979
Lab		3.0	0.5
Equipment Rental		1.5	2.6
Office Rent		1.0	2.0
Stakes, etc.		0.5	0.5
R/W pins & posts		--	0.5
Misc.		0.5	--
Wages:	Straight - Staking & Office	35.2	28.8
	Overtime	3.0	12.2
	Semi-final estimate	--	8.2
	TOTALS	44.7	55.3

Of the above, in 1978, 11.3% was used to place the construction line on the ground in preparation for the contract work. We could find no evidence of it having been done on the location and had to resort to the 'P' line points to establish the controls.

In 1979, 12.1% was overtime as the contractor was working from 6:00 a.m. to 9:00 p.m. during much of the stage construction activity.

In 1978, overall we used 45% of the Engineering for about 42% and 1979 55% for 58% of the work.

The 1978 operation wasn't as efficient as it should have been due to the weather interruption in the schedule.

We were not over staffed during any part of the operation. In fact, some of the time we were borrowing people to do the staking and checking work on a day by day basis. The time for the stage construction work in 1979 was longer than would be expected, due to the confines of the work area and the subgrade problems, both of which reflected in our costs.

8788

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Monitor Road Junction

WEEK ENDING: 11/3/79

SECTION PREFIX: 124-1034

HIGHWAY: Hillsboro-Silverton

COUNTY: Marion

NAME OF JOB: Monitor Road Junction

KIND OF WORK: Grading, Paving, Signs

CONTRACTOR: Willamette Western Corp

CONTRACT NUMBER: 8788

FEDERAL AID PROJECT NUMBER: HHS-75(2)

DATE OF CONTRACT: August 1, 1978

DATE WORK STARTED: September 7, 1978

ESTIMATED COMPLETION DATE: 9/14/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 132

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 132

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $359,681.50

EXCLUSIVE OF ENGINEERING: $331,160.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $396,882.46

ESTIMATED PERCENT: OVERRUN 23%

ENGINEERING AUTHORIZATION $45,000.00

ENGINEERING COST TO DATE $45,245.48

PERCENT OF AUTHORIZATION 100.7%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 123

DATE PROJECT WAS COMPLETED: 9/14/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.7	0.7			0.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.7	0.7			0.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	800	5080			8450
TOTAL QUANTITIES CORRECTED TO DATE	9160	6106			10,469
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9160	6106			10,469
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	done	done			done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey
Jackmond
Hopkins
Williams
Johnson
RECEIVED
NOV 6 1979
CONSTRUCTION BRANCH
Richards
Berg
Inlock
Widmer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate has been submitted. This will be the final report on the project.

The contractor sometime ago indicated they had two small claims -- one for some stop signs, and one for overheads on the 24-hour flagging time while the subgrade problems were being worked out. These will be processed upon receipt.

SIGNED Loren A Weber LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

10-12-77

2

cc: State (H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
F[illegible]AL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon

IN COMPANY WITH: Loren Weber, Resident Engineer, OSHD

DATE OF INSPECTION 10-18-79	INSPECTION MADE BY William H. Kappus, Area Engineer	PROJECT NO. HHS-75(2)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

MONITOR ROAD JUNCTION
HILLSBORO-SILVERTON HWY.
Grading, Drainage and Paving

This project provided the re-alignment of an existing highway to eliminate a high hazard intersection on a 20° curve with poor sight distance. Work included the construction of 2-12' lanes with 4' shoulders and other incidental work common to this type of project.

The contract work was awarded to Willamette Western Corporation on August 2, 1978 for a contract amount of $304,600.00. Work started August 7, 1978 and was completed on September 14, 1979. Subgrade problems were encountered during construction which has caused the project to overrun in cost and contract time. Details of the overruns will be discussed in the Final Acceptance Report.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 30 '79
REFER TO Keasey
FOR
Info | Inv/es | R/D | D/R | Sign | Act | File

10-30
aj

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8788

DATE: October 10, 1979

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Monitor Road Junction
Contract No. 8788

The funds authorized for this federal aid grading and paving project will be exceeded and an additional $82,200, or 22.9 percent, in authorization is needed to cover the estimated cost.

Four items were responsible for the overrun. The flagging item required an additional $21,700. Subgrade stabilization work, which included Cement Treated Subgrade and Pit Run Rock, added $26,871 to the contract amount. Additional paving and construction engineering increased the project cost by $25,100 and $16,500, respectively.

All overrun items are eligible for federal participation.

It is recommended that the authorization for this project be increased by $82,200 to a new total of $441,881.50. This matter will be on the consent calendar for your October 24 meeting.

OBJ:WR:mk jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

87

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Monitor Road Junction Date 9/14/79

Highway Hillsboro-Silverton Contract No. 8788

County Marion Kind of Work Grading, Paving Contractor Willamette Western Corp

	Authorized	Estimated	
Contract Amount	304,600.00	367,358.98	+ 20.6
Anticipated Items	12,300.00	4,452.00	- 63.8
Contingency (4½%)	14,260.50	25,070.52	+ 75.8
Engineering	28,521.00	45,000.00	+ 57.8
Credits			
PROJECT COST	359,681.50	441,881.50	
NET INCREASE $		82,200.00	+ 22.9

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
C- BI 7	Flagmen	31,038.75	+ 21,738.75
10	General Excavation	5,562.60	+ 4,370.10
15	Aggregate Base	37,238.22	+ 7,058.22
16	Class B A/C	157,041.60	+22,791.60
17	Asphalt in A/C mixture	48,845.60	+ 2,045.60
A-PA #1	Overlay existing highway	10,000.00*	
	*This is included as a credit for the overrun of BI 16 & 17		
A-PA #6	Seeding and mulching	3,660.00	+ 2,660.00
U-PA#2	Pit Run Rock	6,945.48	+ 6,945.48
" #3	Temporary Striping	476.00	+ 476.00
" #4	Cement in Subgrade & Rock Fill	19,450.00	+19,450.00
U-FWO #1	Place pit run rock	500.00	+ 500.00
#2	Construct earth berm	500.00	500.00

Principal reasons for overruns (Continue on reverse side): B.I. #7- Flagmen. B.I. 10 - Genearl Excavation. B.I.#15 - Aggregate base. B.I. 16 - Class B A/C. B.I. 17 - Asphalt in A/C. PA #2-Pit Run Quarry Rock. PA #4-Cement treated subgrade & rock embankment material.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by [illegible]
Resident Engineer

Noted by Warren Richards
for
Construction ~~or Bridge~~ Engineer

Confirmed by
Division Engineer

Noted by H S Coulter
~~Deputy or~~ State Highway Engineer

[illegible]

STATE OF OREGON
Highway Construction 378-6318
DEPT. TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8788

TO: H. S. Coulter
State Highway Engineer

DATE: October 9, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
Monitor Road Junction
Contract No. 8788

The project authorization on this federal-aid grading and paving project is expected to overrun by approximately $82,200 or 22.9 percent.

The majority of the overrun is contained in the flagging item, subgrade stabilization, paving and construction engineering. The flagging overran by $21,700. This is mainly attributed to underestimating the flagging time needed and additional flagging required while making tie-in connections at the end of the project. Pit run rock and Cement Treated Subgrade were required to stabilize the subgrade. This work was performed under Price Agreement Nos. 2 and 4 and amounted to approximately $26,400.

The A.C. paving overran by $25,100 due to additional material needed for a left turn refuge, the road connection, and filling soft spots. Construction engineering is anticipated to overrun by $16,500 primarily due to the project carrying over to a second construction season. The project was awarded in August of 1978 with 80 calendar days allowed. However, due to unseasonably rainy weather, the majority of the work was performed during the summer of 1979 with no liquidated damages assessed.

The overrun items are eligible for federal participation. PCRB approval is not required.

A rough draft letter to the Transportation Commission, along with a copy of the Expected Overrun of Project Authorization is attached.

WR:fr

Att.

cc: C. O. Fredrickson
Loren Weber
Robert Church

8788

DATE: September 7, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Monitor Road Junction
Contract No. 8788

The funds authorized for this federal aid grading and paving project will be exceeded, and an additional $49,650, or 13.8 percent, in authorization is needed to cover the estimated cost.

Two items were responsible for the majority of the overrun. The flagging item required an additional $21,700. Subgrade stabilization work, which included Cement Treated Subgrade and Pit Run Rock, added $26,871 to the contract amount.

All overrun items are eligible for federal participation.

It is recommended that the authorization for this project be increased by $49,650 to a new total of $409,331.50. This matter will be on the consent calendar for your September 19 meeting.

OBJ:DA:fr jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell
Loren Weber

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Construction Branch 378-6318
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 5, 1979

Warren Richard

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
Monitor Road Junction
Contract No. 8788

The project authorization on this federal-aid grading and paving project is expected to overrun by approximately $49,650, or 13.8 percent.

The majority of the overrun is contained in the flagging item and subgrade stabilization work. The flagging overran by $21,700. This is mainly attributed to underestimating the flagging time needed and additional flagging required while making tie-in connections at the end of the project. Pit run rock and Cement Treated Subgrade were required to stabilize the subgrade. This work was performed under Price Agreement Nos. 2 and 4 and amounted to approximately $26,871.

The overrun items are eligible for federal participation. PCRB approval is not required.

A rough draft letter to the Transportation Commission, along with a copy of the Expected Overrun of Project Authorization is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Loren Weber
Robert Church

8

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
ATE HWY ENG
MAR -7'79
REFER TO

FOR

Info	Invest	P/D	O/R	Sign	Act	File

8788

140

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
February 28, 1979

Duane O. Christensen
Final Design Engineer

Loren A. Weber
Resident Engineer

Sign Shop Drawings
Monitor Road Junction Section
Silverton-Hillsboro Highway
Marion County
Contract No. 8788

Enclosed find three sets of approved shop drawings for the Type "U" signs on the above namad project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Coral Corporation for fabrication of the signs.

WGB:ab
Attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

8788

D

January 11, 1979

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Gentlemen:

Time Extension, Contract No. 8788
Monitor Road Junction, Marion County
FAP No. HHS-75(2)

Your request for an increase in the number of calendar workdays on the subject project has been given careful review.

A 52 calendar workday extension is hereby granted. Considerations in granting this request were the unsuitable conditions, the verbal shutdown order and additional work performed under Price Agreement No. 2 and Extra Work Order No. 1.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Kassey
Robert Church
C. O. Fredrickson
Loren Weber
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8788

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 8, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Monitor Road Junction
Marion County
Contract No. 8788

A 38-day increase in the number of calendar workdays in which to complete the contract has been requested by Willamette-Western Corporation, contractor on the subject project. Abnormal weather conditions and a verbal suspension of work are the basis for this request.

The contractor claims that during the months of August and September weather conditions exceeded the normal. This resulted in unfavorable work conditions. Records show that beginning August 12, 1978, it rained 23 days in a 41-day period which is abnormal for this time of year.

Calendar workday count began August 15, 1978 with a specified completion of 80 calendar workdays. This short time frame required the project to be completed within part of one construction season. The project, which is primarily a grading project, could normally be completed in this time as it occurred in what is usually considered prime construction time. It is estimated from historical weather data that a contractor would normally lose only five workdays during the entire months of August and September.

The contractor began work September 7, 1978 clearing the work area. Excessive rain prohibited an earlier start and the wet conditions prohibited any real progress. In the period August 15 through September 22, the contractor should have been able to plan on 24.5 favorable workdays. He was only able to work six days. In other words, he lost 18.5 workdays or, expanding (18.5 x 1.4), 26 calendar workdays due to the weather and resultant wet conditions. The contractor should be granted this time.

On September 22, 1978, the contractor agreed to stop work and winterize the project due to the unsuitable conditions. Necessary drainage work was performed as a no-pay item and work ceased on the project. After a period of fair weather conditions, it appeared favorable enough to have the contractor continue work. The contractor moved back in on October 11, 1978, but the subgrade was still soft and required some corrective work. A price agreement and extra work order were written to stabilize the subgrade. The contractor was then able to resume normal grading activity on October 19, 1978. The contractor should be entitled to the time from the verbal shutdown on September 22 until he was able to resume work on October 19, or a total of 26 days.

RECEIVED
STATE HWY ENGR
JAN 9 - '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

It is recommended the contractor be granted the 26 days lost due to the wet unsuitable conditions and the 26 days while under a verbal shutdown order and performing extra work for a total of 52 calendar workdays.

The project is presently under a written shutdown order, effective November 7, 1978, until conditions will permit work without detriment to the project.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Loren Weber

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 11/27, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 118 days, within which to complete our Contract No. 8788, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per our letter of 10/31/78

A. 9/22/78 thru 10/16/78 = 24
B. Aug - Sept 1978 = 14
Total 38 days

Respectfully submitted,

Willamette-Western Corporation
Contractor

By

CONSENT OF SURETY

Date November 29, 19 78

We, FIREMAN'S FUND INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Roger C. Rothrock

(SEAL)

Corroon & Black of Oregon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8788 Contractor Willamette Western Corporation

Highway Hillsboro - Silverton

Section Monitor Road Junction

Kind of Work Grading - Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A 52-calendar workday extension is granted for unsuitable conditions, verbal shutdown and additional work.

Recommended for Approval:

Asst Regional Engineer

O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~

H S Coulter State Highway Engineer

Contract No. 8788

Project designation HHS 75(2) State-Federal

Date awarded 8/2/1978

Work started 9/7/78

Per cent completed 40% -- 12/10/78 Date

No. of Workdays Allowed 80

No. of Workdays Used 85

No. of Added Workdays Requested 38

SP*67866-734

- 8788

140

Salem, Oregon
December 6, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Attn: Rod Henry

File 18759-Estate of LaVerne Norton
Monitor Rd. Junction Sec.
[redacted]

Attached is a description, a copy of a signed Permit of Entry and a copy of Ted Litchfield's letter dated Nov. 30, 1978, wherein he requested the acquisition of a temporary easement.

According to our conversation recently, your office will designate the use and time limit for this easement.

By:

Floyd O. Scott
R/W Description Engineer

FOS:ej
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 124-1034

INTER-OFFICE CORRESPONDENCE
November 30, 1978
Salem, Oregon

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

TO: J. H. Versteeg
DESIGN ENGINEER

SUBJECT: Construction Easement
Monitor Road Junction Sec.
Hillsboro-Silverton Hwy.
Marion County
Contract No. 8788
R/W File No. ~~49758~~-Norton
18759

9B-15-11

To R/W

Attached you will find a copy of the Permit of Entry and a portion of the construction plans on which is shown the limits of a construction easement required for the construction of a random fill on the Norton property. The construction of this random fill eliminates the need for a cross culvert at this location which would be necessary to drain the pond that is left after a construction of the highway through this area.

Inasmuch as the Permit of Entry expires on March 31, 1979, I request that a description be prepared so that formal negotiations with the Nortons can be completed prior to March 31, 1979.

TWL/gl
attachments
cc: Jim Dixon
Loren Weber

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
2 Scott 2
Ancarson

RECEIVED
DEC 1 - 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

12-4-78
Make sketch.
Limit triangle
to Norton Property.
Submit as an easement —
no use, no time limit
R/W will determine [illegible]

Desc to R/W 12-6-78

#3788 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-23-78

LETTER OF APPROVAL .D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-75(2)

STA PROJECT NO. See Below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-16

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 75
7-5-78	9-5-78	STATE ROUTE NUMBER	Secondary 140

GENERAL LOCATION:

Hillsboro-Silverton Hwy. at Monitor-Woodburn Jct.

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Monitor Coop. Telephone Co.
TEC NTE $200 - F.F. $180

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-22-78 this will confirm the advance authorization of Mr. W. Kappus to proceed with the actual adjustment of Monitor Coop. Telephone Company's telephone line on an actual cost basis effective 9-5-78 (SFO #1). I approve the agreement with the Utility.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan
10-26

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-78	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

87.1

8

August 29, 1978

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6624

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of the Monitor Road Junction Section of the Hillsboro-Silverton Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

#8788 [illegible] 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-75(2)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70597-16

FROM:
G. L. Green, Division Administrator
Salem, ORegon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7-5-78

DATE AUTHORIZATION EFFECTIVE 8-15-78

FEDERAL ROUTE NUMBER Primary 70

STATE ROUTE NUMBER Secondary 170

GENERAL LOCATION:

Hillsboro - Silverton Hwy at Monitor - Woodburn Juction

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
Monitor Cooperative Telephone Co.
TEC NTE $200 - F.F. $171

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-2-78 you are authorized to proceed with the actual adjustments of the facilities of Monitor Cooperative Telephone Co. Reimbursement on a lump sum basis is approved.

I approve the Agreement with the Utility consisting of their letter of 7-18-78 and Region II Utility Engineer's letter of 7-24-78 and the plans and estimate furnished with Mr. Swan's letter of 8-2-78.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE
Swan
8-23

DATE 8-15-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

8787

ROBERT W STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 14, 1978

Willamette-Western Corporation
Foot of N. Portsmouth
Portland, OR 97203

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8788 for work on the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bbc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Loren Weber

"Helping Build the West"

W

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Telex: 360873

August 8, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Or. 97310

Gentlemen:

Enclosed are two copies of contract with certified copies of minutes of bylaws authorizing R. E. Westermann to sign for the company.

Sincerely,

WILLAMETTE-WESTERN CORPORATION

R. E. Westermann
Senior Vice President

REW:ss

Enclosure

cc: J. R. McGuinn
Elaine Spickelmier
R. L. Pyritz

NOTED
[illegible] W. HEAD

RECEIVED
AUG 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Oil Spill Cleanup

5788

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Loren Weber
SAIF
Fran

August 3, 1978

Willamette-Western Corporation
Foot of North Portsmouth
Portland, OR 97203

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work on the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County for the sum of $304,600 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8788.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8788

~~ROW 18-4~~ 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible]
E. S. HUNTER

August 2, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

Telephone Facilities Relocation
Monitor Cooperative Telephone
Company
Monitor Road-Junction Section
Hillsboro-Silverton Highway
Marion County
Project No. HHS-75(2)

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust Monitor Cooperative Telephone Company's facilities dated July 18, 1978.

A certification prepared by Don Bedford as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 7, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $200.00.

Yours truly,

D E Swan

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
AUG 2 '78
REFER TO

DES:klw
Enc.
cc: [redacted]
Jack M. Cartwright
Don Bedford

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8188

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-75(2)

STATE PROJECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70597-16

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	7-5-78	Primary 75	Secondary 140

GENERAL LOCATION:
"Hillsboro - Silverton Hwy at Monitor-Woodburn Jction."

GENERAL DESCRIPTION OF WORK:
Grade, drain, and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Perm. pavement striping (S.F.) $880
Temp. erosion control (E.W.) 500

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $362,113 Federal Funds $325,901.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8788

140

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/29/78
Donald L Rout

_____ Bid Letting _____ All Clear Deadline

SECTION Monitor Rd Junction
Highway Hillsboro-Silverton
County Marion Region 2
Type of Work Curve Realign Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☐	No problems
Project Assessment	☐	☒	☐	☐	☐	" "
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8-78.

8

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 9, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center
500 Center Street N.E. - Suite 100
Salem, Oregon 97301

Attention: Glenn K. Hossner

Dear Mr. Green

RE: Monitor Road Junction Section
Hillsboro-Silverton Highway
Marion County

The primary purpose of the subject high hazard funded project is to re-align the existing highway for promotion of the safe and expeditious flow of traffic. This high-hazard project provides for the improvement of a 20° curve and poor vertical alignment by realignment of a section of the Hillsboro-Silverton Highway at the intersection of the Woodburn-Monitor Road.

The new road section will provide two 12-foot lanes with 4-foot paved shoulders (which is compatible with the adjacent sections of the existing road) and a 14-foot turn refuge space at the northwest connection. The proposed new alignment will be constructed approximately at grade and no major fill or cut sections are anticipated. The two curves on the new alignment will be 6° and 2°. The ADT for this section of highway is about 2600 (1975) vehicles per day. The projected ADT for 1995 is about 4,400.

RECEIVED
JUN 13 1978
OREG

RECEIVED
TECHNICAL SERVICES
JUN 14 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

We are submitting this letter to you as documentation, as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects".

This project is scheduled for the July 27, 1978 bid-letting.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

CC: E. S. Hunter✓
C. O. Fredrickson
F. E. Terpin
W. E. Cole

8788 8

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: June 5, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Construction Agreement Draft
Monitor Road Junction Section
Hillsboro-Silverton Highway, No. 140
Marion County

Presented herewith for your consideration is a proposed agreement covering construction on new alignment and abandonment of the existing highway for subject project.

This project is currently scheduled for contract at the July 27 bid opening with a planning estimate of $260,000. The project is eligible for Federal Aid Title II Safety funds.

Please study the draft and, if you approve, forward to Engineering Services for their review, comment and return to the Office of Project Management for preparation in final form.

MCH:lml

3 Versteeg ✓
2 Christensen Dr
George
Dixon
Turpin
Sullivan
1 Scott F
Savage
Trout

RECEIVED
JUN 07 1978
ENGINEERING SECTION

Do Not File
Return To Local Govt Mngr
Bring Up __/__/__
Action

Do Wimer
6-13-78

APPROVED
Dennis O. Christensen
FINAL DESIGN ENGR.
6-9-78

RECEIVED
TECHNICAL SERVICES
JUN 6 '78
REFER TO
Engineering
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

APPROVED
Floyd O. Scott 6-8-78
R/W DESCRIPTION ENGR.

81-125-1307

9788

140

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1978

FILE:

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

A plans-in-hand review was held Monday, April 24, 1978, on the subject project in Resident Engineer Loren Weber's office.

The following comments were made.

1. Show location of existing house foundation right of Sta. 2279± on the plans.
2. Show destinations at beginning and end of the project.
3. Review temporary protection and direction of traffic with Bill Beard. Region questioned two way traffic during night time hours.
4. The abrupt pavement edge detail will be added to the plans.
5. Drainage will be reviewed by Jack Sills. Add culvert at road approach right of Station 2288+50 and show easement on Sheet 4 of the plan sheets.
6. We will add Type 1 guardrail at Sta. 2295+50± to be used as a barricade.
7. Review with Bill Beard permanent signing for mileage on two signs.

WEC:ab

cc: Robert Royer, Region II Construction Engineer
Bill Kappus, FHWA, Area Engineer
Loren Weber, Resident Engineer
Rick Kuehn, District Engineer
Jack Sills, Designer
Bill Beard, Sign Unit

1 Versteeg ✓
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 26 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8-188

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 21, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

NOTED
E. S. HUNTER

We have been advised that right-of-way will be clear by the latter part of June and that the project should be contracted as soon as possible.

Please move the project to the July 27, 1978, bid letting date.

Attached is a copy of Mr. J. B. Boyd's letter of April 17, 1978, confirming the above.

DOC:ab
Attachment
cc: E. S. Hunter
C. O. Fredrickson
J. B. Boyd
Jack Sullivan
W. E. Cole
W. G. Beard

RECEIVED
TECHNICAL SERVICES
APR 24 '78
REFER TO
FOR

Info	[illegible]	R/O	D/R	[illegible]	[illegible]	File

To Klaboe
for info.
ESH

8788

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 17, 1978

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: File

SUBJECT: Monitor Rd. Jct. Section
Hillsboro-Silverton Highway
File 49757 - McLennan
File 49758 - Portland General Electric

The present status of this project indicates that we have optioned two files and recommended the above two files for condemnation. We are continuing to proceed on a time schedule which will have the right-of-way clear for a contracting after the first of July. It is to be noted that the present contract letting for this project is September 21, 1978, on the March Schedule of Contract Lettings.

I see no problem in completing our process by the latter part of June.

JBB:jk
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
J. W. Dixon
C. O. Fredrickson
A. L. Riveness

4-19

Ed

Please contact as early as possible

Fred

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
APR 18 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8782

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and to prepare route locations and highway designs on the following sections of State highways:

a. Remote Section of the Coos Bay-Roseburg Highway in Coos County,

b. Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County,

c. Brogan Hill-Brogan Section of the John Day Highway in Malheur County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission public hearings were held in the community of Bridge on July 8, 1976, concerning the Remote Section; in Mt. Angel on September 22, 1977, concerning the Monitor Road Junction Section; and in Vale on July 20, 1976, concerning the Brogan Hill-Brogan Section, to present the Engineer's route locations and highway designs and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcripts of the testimony given at the public hearings, the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Remote Section of the Coos Bay-Roseburg Highway in Coos County, the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County, and the Brogan Hill-Brogan Section of the John Day Highway in Malheur County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

March 28, 1978

1a. That the route location and highway design as shown on the Engineer's map of the Remote Section of the Coos Bay-Roseburg Highway beginning at Highway Engineer's Station 824+00 approximately one mile west of Sandy Creek and extending in an easterly direction to Highway Engineer's Station 928+61.03 near Remote, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-654 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map as the Monitor Road Junction Section of the Hillsboro-Silverton Highway beginning at Highway Engineer's Station 2267+40 just west at the Monitor Road Junction and extending in a southerly direction to Highway Engineer's Station 2322+15 a distance of approximately one mile, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-657 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map as the Brogan Hill-Brogan Section of the John Day Highway beginning at Highway Engineer's Station 59+00 approximately eight miles west of Brogan and extending in an easterly direction to Highway Engineer's Station 536+40 in the community of Brogan which map for identification purposes bears Survey Design Approval Map File No. 1R-3-1465 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

March 28, 1978

4. That this resolution be entered in the minutes and records of the Transportation Commission as of the 28th day of March, 1978, as "Highway Corridor and Design Resolution No. 427."

March 28, 1978

8788

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 14, 1978

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Monitor Road Intersection
Hillsboro-Silverton Highway

TO: File

Mr. F. B. Klaboe requested an update on the above subject intersection and the four files required for right-of-way. We had indicated on our PMS run that we needed six months to accomplish this work. Expeditious handling will be made on this project.

I have requested Mr. Milner Mead to have his review appraisals out in one week. If no complications arise, we will do all required to clear the right-of-way by the last of May in order to contract the project the first of July.

There are no improved files to acquire. One has an unfinished house foundation.

JBB:jk

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Jim Dixon
Chuck Fredrickson
Milner Mead

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAR 15 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

BUF 4-15-78

8788

8

March 13, 1978

Mr. Leonard N. Fisher
Post Office Box 437
Mt. Angel, Oregon 97362

Dear Mr. Fisher:

I have checked into the matter of the Monitor Road Section of the Mt. Angel-Silverton Highway and find that the right-of-way is expected to be purchased by May 30 and contracts awarded near the end of June or the first of July.

If I can be of any further assistance, please advise.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

FBK:srb

bc: H. S. Coulter
E. S. Hunter
J. B. Boyd

8286.

Consent Calendar
D

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 23, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

✓ Brogan Hill-Brogan Section
John Day Highway, Malheur County

✓ Remote Section
Coos Bay-Roseburg Highway, Coos County

Monitor Road Jct. Section
Hillsboro-Silverton Highway, Marion County

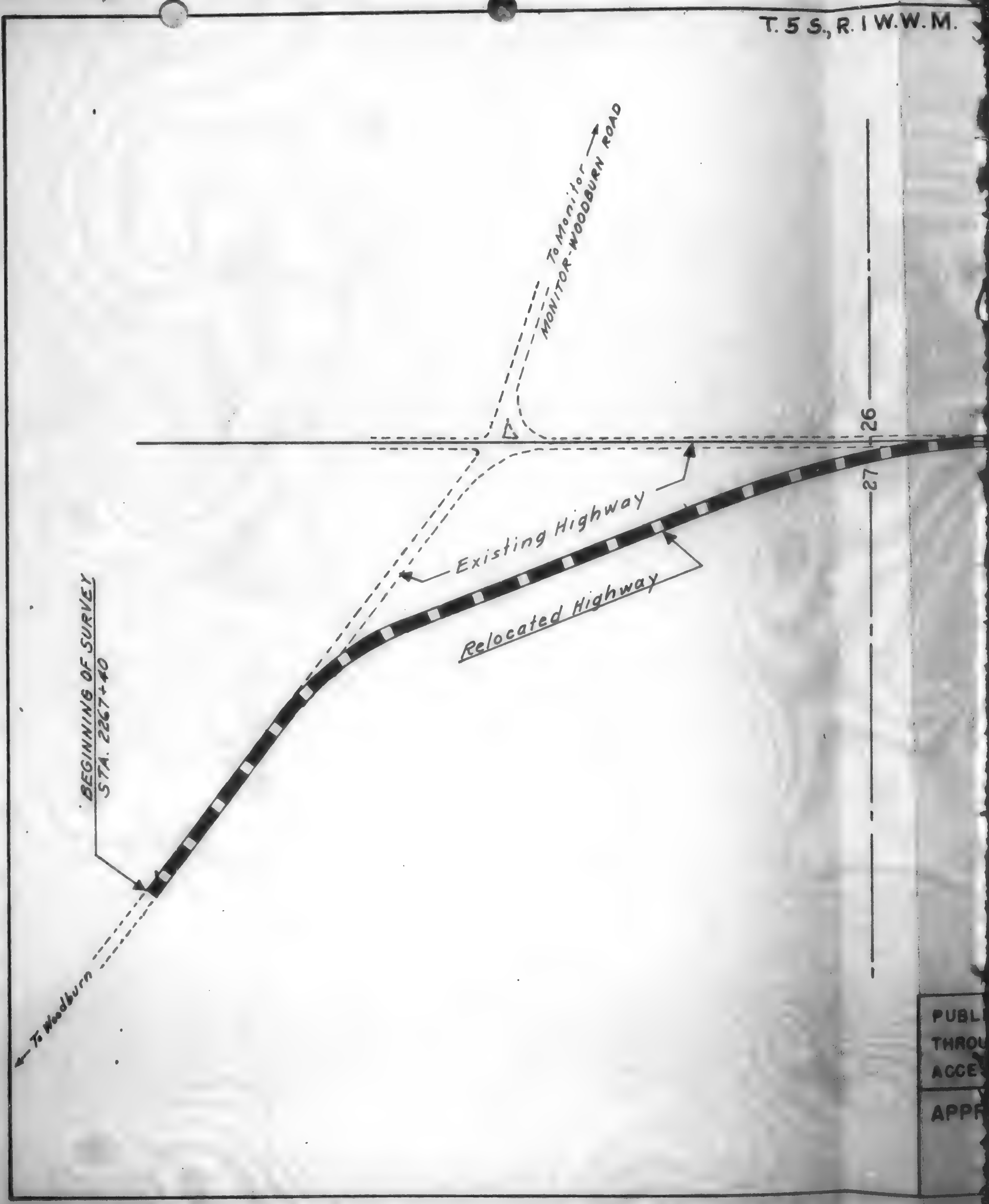
✓ Little Nestucca River-Neskowin Section
Oregon Coast Highway, Tillamook County

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your March meeting.

Att.

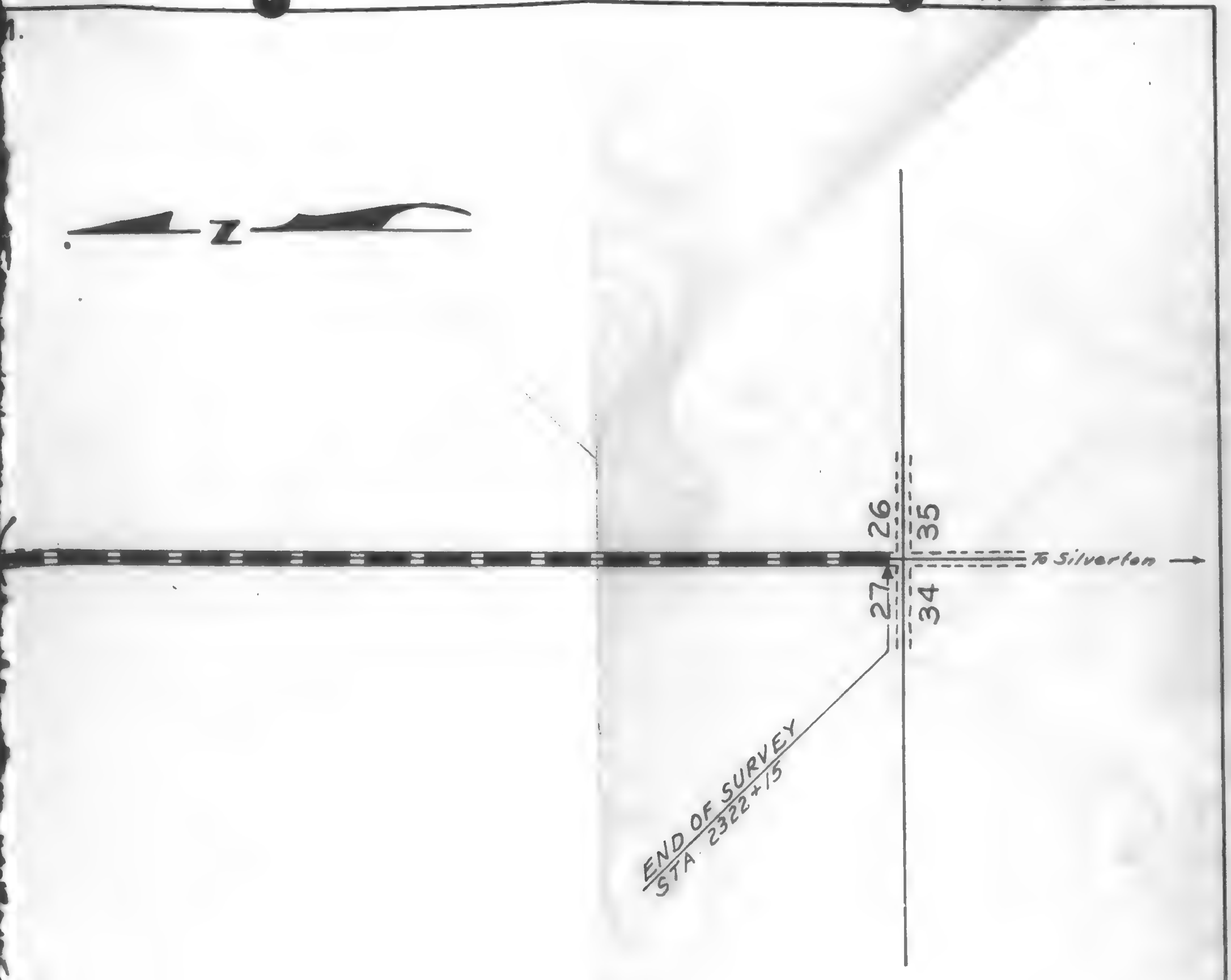
bc R. A. Burco
C. W. Head
F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz
George Bell



PUBL
THROU
ACCE
APPR

1.04 Mi.

1R-4-657



OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

MONITOR ROAD JCT. SECT.

HILLSBORO-SILVERTON HWY.

MARION COUNTY

SCALE: 1" = 400'	DATE: Feb., 1978

FOR DETAILS SEE DRG. NO. 9B-15-11

UBLIC HEARING Sept. 22, 1977
HROUGHWAY RESOLUTION None Required
CCESS CONTROL Limited

PPROVED: 2-16, 1978

E S Hunter
MGR., OFFICE OF TECHNICAL SERVICES

8788 1-6-78 9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HH 75(2)

ST PROJECT NO. see below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70597-16

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. KLaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-6-78	FEDERAL ROUTE NUMBER Primary 75 STATE ROUTE NUMBER Secondary 140

GENERAL LOCATION:
"Hillsboro- Silverton Highway at Monitor-Woodburn Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

XX☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-27-77 you are now authorized to proceed with the actual acquisition of right of way as outlined on right of way map 9B-15-11. TEC NTE $87,000- F.F. $78,300.

Federal participation is limited to that right of way actually incorporated in the final location.

F. B. KLABOE

DATE 1-6-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9

8788 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-28-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-75(2)

STATE PROJECT NO.
See Below

COUNTY NAME:
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
70597-16

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-28-77	FEDERAL ROUTE NUMBER Primary 75 STATE ROUTE NUMBER Secondary 140

GENERAL LOCATION:

"Hillsboro-Silverton Highway at Monitor Woodburn Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : TEC NTE $3,000, F.F. $2,700
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Final Negative Declaration was adopted by FHWA on 11-28-77 and you are now authorized to proceed with PS&E preparation as requested in Mr. Swan's 11-10-77 letter.

NOTED
F. B. KLABOE

Swan
12-14

DATE 11-28-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8188 8

Form FHWA 121 (Rev. 5-73)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

UNITED STATES GOVERNMENT

Memorandum

DATE: November 28, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project F-75(-)
Final Negative Declaration
Silverton-HILLSBORO Highway at
Monitor-Woodburn Road

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Attached is a copy of the subject declaration which I have concurred in. The original document has been forwarded directly to Mr. Gary Potter in the Environmental Section.

G. K. Hossner
for G. L. Green

Attachment

cc:
C. Laux, Proj Mgt
G. Potter, Env Section

RECEIVED
TECHNICAL SERVICES
NOV 30 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
NOV 30 '77
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

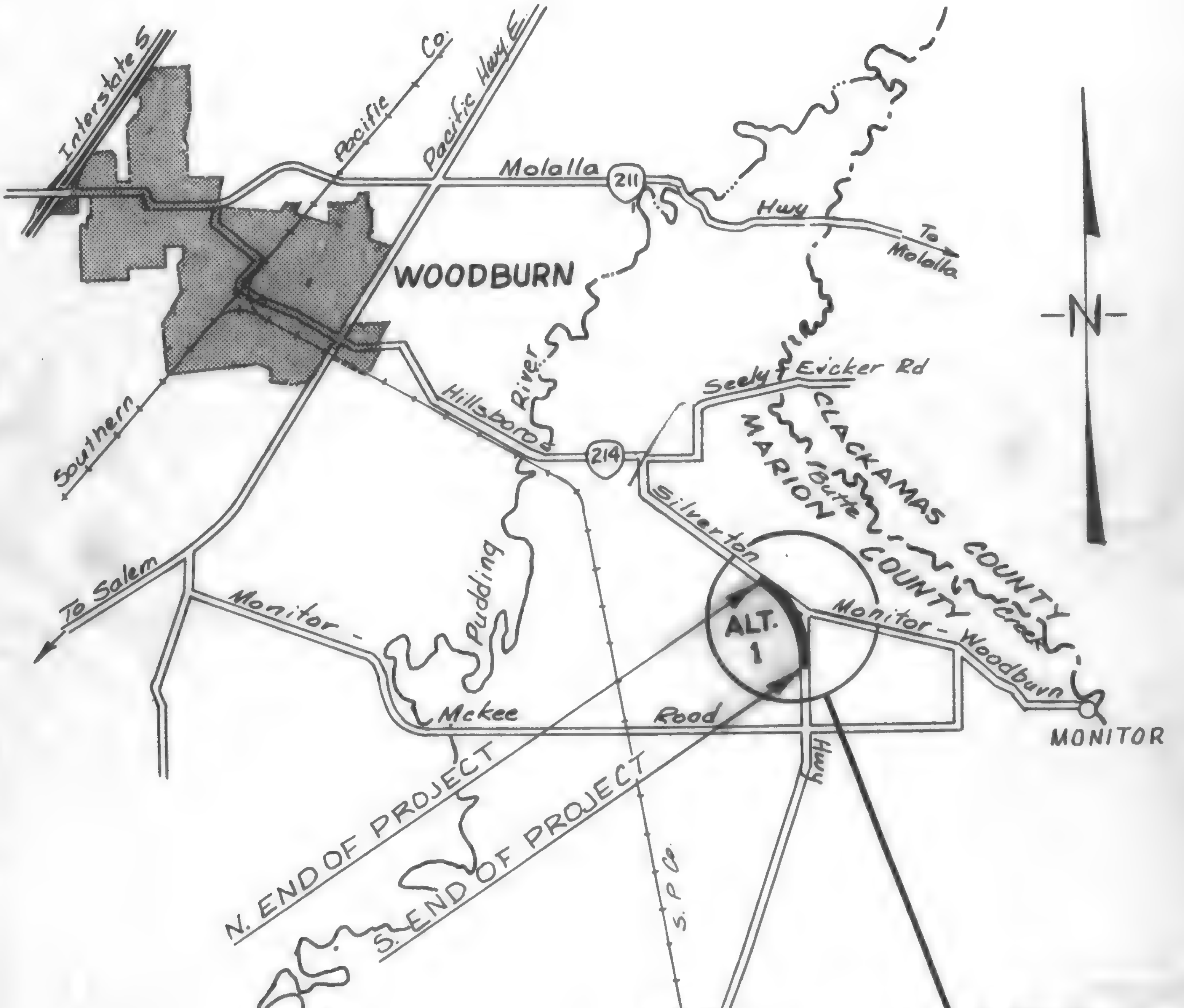
Final Negative Declaration
Silverton-Hillsboro Highway (Ore 214)
at Monitor-Woodburn Road
Marion County, Oregon

DESCRIPTION OF THE PROPOSED ACTION

The proposed action is a federal-aid, high-hazard removal project and provides for the improvement of a 20° curve by realignment of a section of the Hillsboro-Silverton Highway (Ore 214) at the intersection of the Woodburn-Monitor Road (M.P. 44.10). The new road section would provide two 12-foot lanes with 4-foot paved shoulders. Right-of-way required for the new road section would be about 80 feet wide.

Three alternatives were considered for this proposed action. One of them, Alternative 1, was selected after a public hearing and coordination with several agencies. Alternative 1 would relocate the road section on new alignment to the southwest of the existing highway section bypassing the curve and intersection. The area proposed for the new alignment is prime farmland, presently in agricultural use although much of the required acreage is used for pastureland. About 5.6 acres of this land would be converted to road use. The new alignment would connect to the existing road section as shown on Map 2. Turn refuge space would be provided at the northwest connection. The proposed new alignment would be constructed approximately at-grade and no major fill or cut sections are anticipated. The two curves on the new alignment would be 6° and 2°. Project length would be .72 mile; project cost would be about $290,000.

This alternative was found to be in conformance with the Marion County Comprehensive Plan by the County Planning Department. Alternative 2 would realign the existing road section moving the curve and Monitor-Woodburn Road intersection to the northeast to ease the degree of horizontal curvature (Map 2). The approaches to this improved curve would be shifted to the north and east onto prime farmland; about 2.8 acres of farmland would be acquired adjacent to the existing road. This improvement of the original substandard curve (20°) would

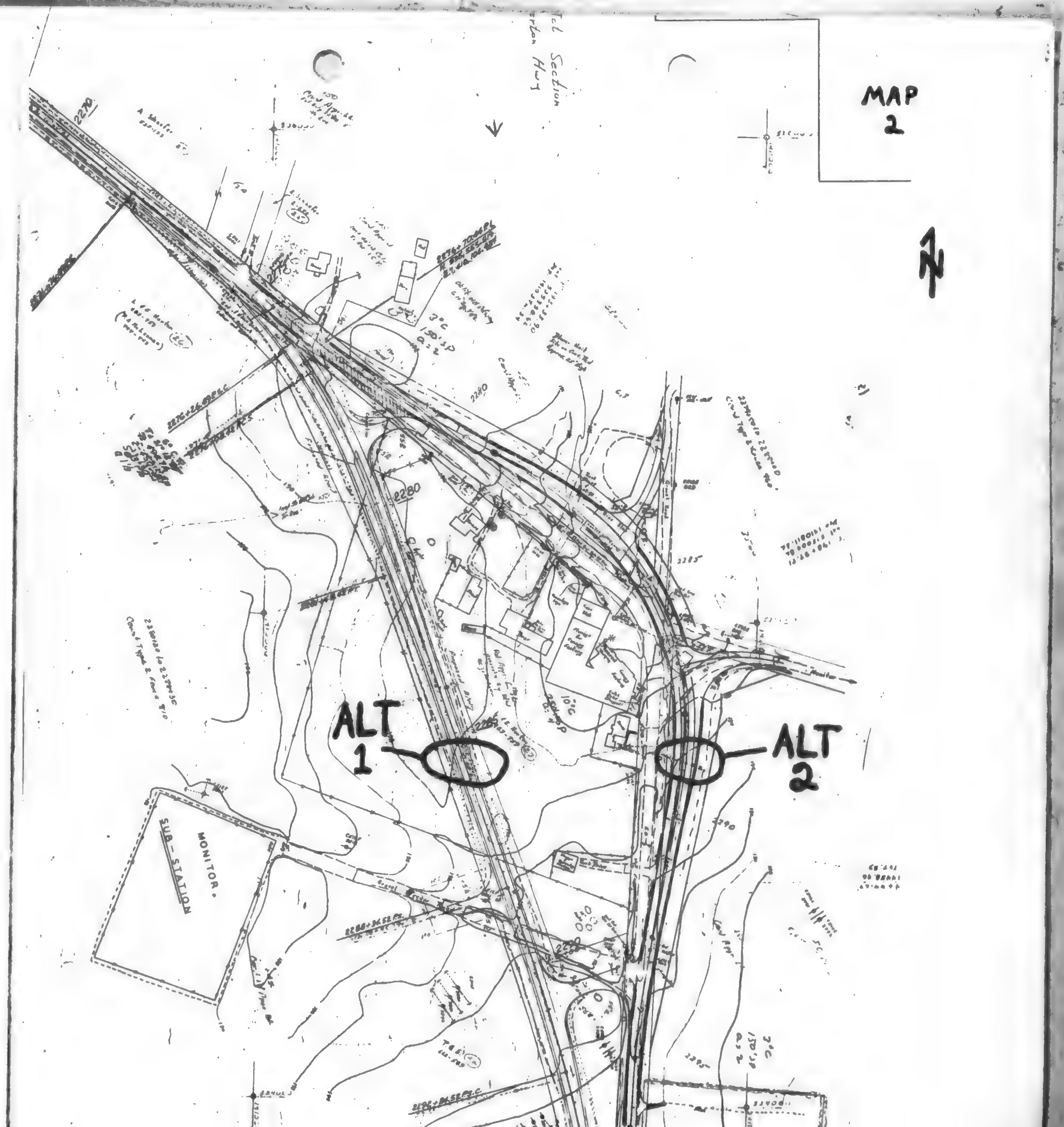


OREGON STATE HIGHWAY DIVISION

MONITOR ROAD JCT. SEC.

HILLSBORO - SILVERTON HIGHWAY
MARION COUNTY

MAP
2


ALT
1
ALT
2
MONITOR
SUB-STATION
N
Section
Hwy
2270
2280
2285
2290

produce a 10° curve at the Monitor-Woodburn intersection plus two small reversing curves to tie the new road section into the existing alignment as shown on Map 2. This alternative requires minor cut sections (about 6 feet deep) on both approaches to the curve in order to provide adequate vertical sight distance. The excess material generated by these cuts (up to 8,000 cubic yards) could be disposed of on other projects at the contractor's discretion or used to fill areas near the shoulders of this project. The areas off the shoulders of the curve may require some very minor fill to reestablish access to the commercial/industrial area. All existing private accesses on this road section would be reestablished, although some may be modified. Project length would be .43 mile; project cost would be about $240,000.

Alternative 2 does not provide as complete a safety improvement as does Alternative 1 in that it does not bypass the high accident area. However, Alternative 2 was considered as a means to minimize the acquisition and conversion of prime farmland for roadway use. With Alternative 2, the improved curve would still be substandard in design for horizontal curvature (10° with 8° standard) and would require an exception to this standard.

Alternative 3 - No Build would continue the maintenance and use of the existing roadway. This alternative is not considered feasible due to the substandard nature of the road section and severe accident history to be discussed later.

Additional Alternatives to install new or modify existing traffic control devices such as signs, signals, pavement markings, and channelization were considered for this proposed improvement. However, due to the substandard geometric design of the road section and nearby off-the-road hazards, it was not considered possible to significantly improve the safety of this road section with these minor improvements.

NEED FOR THE PROJECT - PROJECT HISTORY

The existing road is a two-lane paved facility with 10-foot lanes and 6-foot gravel shoulders. The road has a 20° curve at the intersection of the Woodburn-Monitor Road and also gives access to a few commercial, industrial, and residential buildings at or near the curve and intersection. At this location, the sight distance is only about 200 feet because of a vertical grade drop and the horizontal curve at the intersection. The curve has been posted for an advisory speed of 30 MPH.

The shoulder of the road at this location merges with the access and parking area of a tavern/cafe and a recreational vehicle canopy factory. There are several fixed hazards near the travel lanes including buildings, utility poles, trees, and drainage ditches.

The average daily traffic volume (ADT) for this section of highway is about 2,600 vehicles per day (1975). A large portion of this traffic is trucks and slow-moving agricultural vehicles. Projected ADT for 1995 is about 4,400 vehicles per day. There have been 31 reported accidents (involving injury or $200 or more damages) in this section between January 1, 1971 and December 31, 1976. There was one fatality (collison with utility pole) and 35 injuries associated with these accidents. This accident rate equates to 8.4 accidents per million vehicle-miles travelled on this road section. The statewide accident average for secondary highways in rural areas is 2.3 accidents per million vehicle-miles travelled. This comparison indicates the need to improve this road section.

The improvement of the Woodburn to Mt. Angel section of the Hillsboro-Silverton Highway was requested by the District 3 Council of Governments under the

State Bond Programs. Field location surveys for these improvements were completed in May, 1975 but the project was cancelled in February, 1977 mainly due to high cost. The present proposed action has been reinstituted as a spot improvement because of intense pressure brought by local residents and interests and because of the substandard nature of the road section.

DESCRIPTION OF THE EXISTING ENVIRONMENT

The terrain of the project area is flat to very gently rolling alluvial terrace of the east Willamette Valley lying between the Pudding River and Butte Creek drainages. The area contains very fertile farm land that is moderately well-drained and, therefore, is considered prime agricultural land. The area has been in agricultural use for over 100 years and is zoned for continued agricultural use despite a small amount of commercial, industrial, and residential development adjacent to the road section at the Monitor-Woodburn Road intersection.

The soils in the project area have been identified as Class II soils (U.S. Soil Conservation Service) of the Woodburn and Amity silt loam series; these are considered "prime" agricultural lands ideally suited for growing a wide variety of crops. Less than 3% of land in Oregon is Class II; virtually all of this is found in the major river floodplains. Class I, II, III, and IV soils together constitute virtually all of Oregon's usable agricultural land. These four classes, together, comprise only about 10% of the land in Oregon. Lesser quality lands support pasture and forest uses only and are considered non-arable lands. Marion County has over 100,000 acres of Woodburn/Amity silt loam soils.

At present, the farm land that would be acquired for either build-alternative is used for growing grass seed, beans, or pasture grass crops. Other crops grown in the region include corn, hops, broccoli, cabbage, grain crops, fruit and nut trees, and flowers.

There is little, unaltered natural habitat in the project area. To the east of the existing road are two undisturbed, two-acre wooded lots (primarily Douglas Fir) which would not be affected by this proposed action. There are no streams in the project area, and therefore, no water quality impacts are anticipated (although temporary and permanent erosion control measures are a part of every project). There are not wetlands nor threatened or endangered species or critical habitat for such species in the project area.

DESCRIPTION OF IMPACTS AND MITIGATIONS TO REDUCE IMPACTS

Agricultural Lands

Alternative 1 would require acquisition of about 5.6 acres of prime agricultural land. This new alignment would sever a 10 acre tract of one private owner creating two triangular parcels (about 5 acres NE of the new alignment, about 3 acres to SW, about 2 acres used for roadway). The new alignment would also cross corners of farm tracts presently owned by PGE and two other private owners.

The actual area which would be irretrievably committed to road use by placement of subgrade and pavement would be about 4.0 acres.

Since the 10 acre tract of one owner would be severed by the alternative, the remaining triangular parcels (particularly the 5 acre parcel) may experience a secondary impact if the proposed project facilitates the conversion of the land to another land use in the future. This land is zoned Farm 20 by Marion County for agricultural use with a minimum 20 acre lot size and as free from conflicts with urban use as possible. Since there is already some commercial and industrial development immediately adjacent to the 5 acre parcel, and two homes have been built on the parcel, construction of the proposed project could encourage more non-agricultural development in the parcel. This would be a likely conversion if the present owner found the residual parcels uneconomical to farm and attempted to sell.

The Marion County Planning Department considers such a change of land use in a Farm 20 zone as highly speculative. However, the county zoning ordinance is sufficiently flexible to allow for change of land use by a special exception and permitting process in the ordinance. Thus, a long-term, secondary impact of the proposed action could be conversion of an additional five acres (total 10.6 acres) of Class II farm land to other uses.

Alternative 2 would require acquisition of about 2.8 acres of prime agricultural land to the NE of the existing road section. This acreage would be acquired from four land owners. Since the proposed new alignment with this alternative would be adjacent to the existing alignment, no secondary impacts of land use conversion are anticipated.

The proposed action conflicts with Goal 3--Preservation of Agricultural Land promulgated by the Oregon Land Conservation and Development Commission to guide land use decisions in Oregon. This goal seeks to minimize the conversion of agricultural land to other incompatible uses without sufficient warrant. It provides that a governing body proposing to convert rural agricultural lands to urbanized land shall follow the procedures and requirements set forth in the Land Use Planning Goal; this goal specifies that conflicts between the proposed use (new roadway alignment in this proposed action) and the existing, agricultural use be thoroughly discussed in the planning stages of the project development and specifically addressed in the notices of public hearing on the proposal.

The Oregon State Highway Division supports the goal of minimizing conversion of agricultural land to non-agricultural uses. However, an equally important goal of government is to provide safe transportation facilities for the public. It is apparent that, by present standards of road safety design and capacity requirements, the existing road section in the project area is substandard and should be improved. The long-term effect of such an improvement is the direct conversion of 5.6 acres of prime agricultural land to roadway right-of-way use with Alternative 1, and conversion of 2.8 acres of prime farmland with Alternative 2.

See App. 3--Summary of Property
Acquisition and Relocation
Assistance Programs

Impacts on Homes and Businesses

With Alternative 1, one home, presently under construction, would be acquired. The owner has laid the foundation for a house and cleared land for a barn but has halted further construction pending a decision on this proposed action. The owner had planned to lease the home and abutting farmland upon completion. He owns 20 acres of contiguous farmland; the proposed alignment of Alternative 1 crosses this acreage on the extreme NE corner where the homesite is being built. If the homesite is acquired for Alternative 1, the owner indicates he would relocate the homesite nearby on his remaining farmland. Alternative 2 would have no effect on this homesite.

A tavern/cafe is located on the road section which would be bypassed with Alternative 1. The owner of this property is concerned that the bypass may reduce his business. However, much of the business is with local residents and farm workers who could be expected to continue to patronize the tavern. Alternative 2 would have minor effects on the access to the tavern and probably increase the usable parking area. The improved safety at the intersection with both build alternatives may enhance the business somewhat since access into and out of the parking lot would be eased and accomplished with less hazard.

The owner of the recreational vehicle canopy factory next to the tavern is strongly in favor of Alt 1 or Alt 2 since out-of-control vehicles occasionally leave the road at the curve and collide with a small storage and construction shed on the north side of the curve. Alternative 2 would widen the curve to the north at this location and thus displace this shed. The functions carried on in the shed could be relocated to the owner's canopy factory in Woodburn.

A new PGE substation is located well to the southwest of the project area. The proposed alignment of Alternative 1 would cross the substation access road and some of the leased farmland owned by PGE. No other facilities of the substation would be affected. Alternative 2 would have no effect on the substation or PGE land.

Traffic

Disruption of traffic would be minor with construction of Alternative 1 since the new alignment could be constructed while traffic remains on the existing road. Some traffic control for the movement of construction vehicles could be expected.

Construction of Alternative 2 would involve substantial traffic disruption since the existing road section would be reconstructed while carrying traffic. However, with the relatively small volume of traffic experienced on the road, and by using stage construction techniques and extensive traffic control, the inconvenience associated with constructing Alternative 2 could be minimized.

Visual Resources

The fact that the area on both sides of the proposed alternatives is presently in mixed agricultural, commercial, industrial, and residential use indicates that the proposed action will not significantly affect the visual quality of the area. The visual quality of the intersection is not especially high and the project would probably neither detract or improve on this condition.

The two families living near the proposed new alignment of Alternative 1 would experience a moderately negative visual impact since the new alignment would expose them to traffic on two sides of their farm-home rather than the present front-only exposure. Alternative 2 would slightly improve the visual quality.

Historic Resources

Coordination with the State Historic Preservation Office indicates the proposed action (Alternative 1 or 2) would have no effect on any known site of historic, archeological, or cultural significance (see Appendix 2). There are no sites in the project area listed or eligible for the National Register or Statewide Inventory of Historic Sites and Places.

Alternative 1 would bisect a century farm owned by Mr. LaVern R. Norton. The Oregon Century Farm Program, sponsored by the Oregon Historical Society and the Oregon State Department of Agriculture, identifies by statute definition, those farm properties which have been operated continuously by the same family for one-hundred or more years. The original owner of the farm was Thomas H. Norton whose Donation Land Claim was filed in 1850.

Century Farms are not regarded as sites eligible for the State or National Historic Registers unless structures or sites of historical significance are located on the farms. No such structures or sites are on the Norton property. The farm does, however, have local historic interest and statewide recognition in the Century Farm Program.

Construction of Alternative 1 would require acquisition of about 2.0 acres of the Norton property (10 acre tract). A triangular parcel of about three acres would be severed by the new alignment from the remaining five acres located to the northeast of the project. The remaining farmland would retain its Century Farm status as long as ownership remained in the Norton family. At present, it appears that the Norton family would retain the acreage to the northeast of the new alignment where the family homesites are located if Alternative 1 were built, thus preserving the Century Farm designation.

Alternative 2 would have no effect on the Norton Farm.

The Woodburn-Mount Angel area was inhabited by the Pudding River Indians prior to arrival of the settlers. There may be possible archeological sites in the project area since the land involved has undergone only surface disturbance with agricultural use.

An archeological survey would be accomplished by the University of Oregon Museum of Natural History. If any sites are located in the project area, all mapping, testing, and evaluation procedures and any salvage or other mitigation measures required to protect the sites would be completed prior to construction of the proposed project in coordination with the State Historic Preservation Office. Standard Specification 105.13--Preservation of Historic Objects is a part of all highway construction contracts and assures protection and preservation of artifacts found during construction.

Air Quality

The proposed action (Alternative 1 or 2) should improve air quality in the project area. The existing traffic condition is somewhat congested due to the speed restriction (30 MPH) at the curved intersection and due to the accesses to residential, commercial, and industrial buildings. Alternative 1 would remove through-traffic flow from the existing alignment and thereby facilitate movement of vehicles at the Monitor-Woodburn Road intersection and the local accesses. Both Alternatives 1 and 2 would allow an increase in vehicle operating speed and thereby slightly reduce pollutant emissions. Existing ambient air quality in the area is considered excellent with few pollutant sources; predicted traffic volumes on this facility are well below those for which an indirect source permit would be required.

Noise

Since the proposed new alignment of Alternative 1 would be at a greater distance from the residences and businesses than the existing roadway, the impact from traffic noise to these sensitive receivers should be slightly reduced with construction of that alternative. The existing alignment would continue to carry traffic from the county road (ADT 720 in 1975) and local access traffic but this would be much less than the present through volumes. Noise levels perceived by the sensitive receptors should be reduced with construction of Alternative 1.

Since Alternative 2 would reconstruct the existing road section, no new traffic noise impacts are anticipated except construction noise common to both alternatives.

COORDINATION WITH AGENCIES AND THE PUBLIC

From the Oregon Notification and Project Review (A-95) process, it has been determined that the only significant conflict with plans, policies, or programs of state government associated with implementation of the proposed action is the conflicting land use issued described on page 6.

Preliminary coordination discussions have been held with several concerned agencies including the U.S. Soil Conservation Service, the Oregon Land Conservation and Development Commission, Marion County, and the Oregon Department of Agriculture. All support a safety improvement at this location although several agencies question the use of prime agricultural land to accomplish this purpose.

The citizens directly affected by this proposed action were contacted for their input to the project. All agreed that some safety improvement to this road section is necessary in the immediate future. A public hearing was held September 22, 1977, in the John F. Kennedy School Library, Mt. Angel, in accordance with Federal Highway Administration regulations and the Oregon Action Plan. The alternatives were presented and the right-of-way process was explained, then public testimony was given. Alternative 1 was favored by all who gave testimony; no other significant comments concerning this project were offered. Subsequent to the release of the Draft Negative Declaration, the public hearing, and interagency coordination, Alternative 1 was selected for construction. This alternative would provide the greatest safety benefit to the road user. Although this alternative is approximately 20 percent more costly than Alternative 2, and requires about 2.5 acres more prime agricultural land, the Highway Division feels that construction of this alternative warrants these unavoidable impacts.

BASIS FOR NEGATIVE DECLARATION ON THIS PROPOSAL

In assessing the effects of this proposed action, the Oregon State Highway Division has concluded that the impacts associated with this proposed action are not widespread or can be mitigated to minor levels.

The Oregon State Highway Division concluded that this project constitutes a major action as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

EJ Hunter
Technical Services Engineer

11-21-77
Date

FHWA Division Administrator

11-28-77
Date

Appendix 1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

September 19, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Monitor Road Junction Section
Hillsboro-Silverton Highway
Marion County

Dear Mr. Dykman:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of *National Register* potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

Appendix 2

MARION COUNTY
PLANNING DEPARTMENT

220 HIGH STREET N.E. — ROOM 230
SALEM, OREGON 97301
PHONE (503) 588-5038

November 2, 1977

Mr. George Ramjoue, Project
Coordinator
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

INTER-AGENCY CORRES.

Dear Mr. Ramjoue:

The Marion County Comprehensive Plan designates the Silverton-Hillsboro Highway as a principal arterial. The realignment of the Highway at the Monitor Road Junction will provide for the safer and more efficient movement of persons and goods.

We therefore find that the realignment would be in conformance with the Marion County Comprehensive Plan.

Sincerely,

Randy Curtis

Randy Curtis, Planning Director
Marion County Planning Department

RC:dl
cc James Hocken, COG
Bob Jurica, DPW
Mel Lucas, LCDC

Appendix 3

SUMMARY OF THE ACQUISITION OF PROPERTY AND RELOCATION ASSISTANCE PROGRAMS

For this project, the acquisition and relocation assistance procedures are governed by the U.S. Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646), appropriate State relocation legislation, and U.S. Department of Transportation Order 5620.1.

The right-of-way program for this project is under the supervision of Mr. Perry Crosley, Region 2 Highway Office. Specific questions on right-of-way can be obtained by contacting the region office at the following address:

Region 2 Right of Way Office
Oregon State Highway Division
2960 State St.
Salem, Oregon 97310
Telephone: 378-2641

Any person, family or business displaced by a highway project is offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel in the regional right-of-way office. A relocation agent, assigned to the highway project, will contact personally each displacee and explain the services and benefits available in accordance with the displacee's eligibility. The agent can provide a current listing of comparable replacement properties which are within the financial means of the displacee, available on the open market, and "decent, safe and sanitary." Information is also available on Federal and State housing programs, loan programs, and other State and Federal agencies offering assistance to displaced individuals. The agent will assist in completing applications or claim forms for payments. All pertinent financial information concerning replacement housing will be explained.

In addition, the regional office maintains considerable data which may be of assistance to the displacee. Such data including local housing ordinances, open housing, building codes, social services, information on costs such as security deposits, closing costs, typical downpayments, interest rates and terms, VA and FHA insured loan requirements, real property taxes, consumer education literature on housing and various other subjects are available on request. Maps are available showing the locations of schools, parks, shopping areas, public transportation routes, etc.

It is the goal of the right-of-way personnel to be of service to the displacee and to assist in anyway possible to make the relocation easy and successful.

Summary information on the acquisition process and the relocation benefits is contained in two Oregon State Highway Division leaflets: "Acquiring Lands for Highways" (Form No. 81-734-3773, Rev. April, 1977) and "Moving Because of the Highway?" (Form No. 81-734-3772, Rev. March, 1977). These leaflets are reproduced herein.

8788 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 10, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Federal Aid Manager

SUBJECT Study Report
Item No. 70597-16
Project No. HHS-75(2)
Hillsboro-Silverton Hwy.
@ Monitor-Woodburn Rd. Sec.
Marion County

Attached for your information is a copy of the study report with supporting documents for the subject project to aid you in your evaluation to determine if the final Negative Declaration adequately addresses the proposed location/design.

Upon FHWA's adoption of the final Negative Declaration we request location/design approval and authorization to proceed with the portion of preliminary engineering under Project No. HHS-75(2) necessary to obtain PS&E approval at an estimated total cost of $3,000 with obligation of $2,700 in federal funds.

JLG:dmc
Attachments
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
John Sheldrake,(Region 2)
W. Wakerlig

RECEIVED
STATE HWY ENGR
NOV 16 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

8788

1 . 18 77

8

U.S. DEPARTMENT OF TRANSPO ON - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO.
HBS-75(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70597-16

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Inf | Inv | R/ | D/ | Sig | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-9-77

FEDERAL ROUTE NUMBER
Primary 75

STATE ROUTE NUMBER
Secondary 140

GENERAL LOCATION:
"Hillsboro - Silverton Hwy at Monitor-Woodburn Rd Section"

GENERAL DESCRIPTION OF WORK:
Program change and Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX ☐ OTHER (Specify) Program change and Archeology Study TEC NTE $260 - F.F. $234

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-5-77 letter, this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective September 9, 1977.

A signed copy of the Archeology Study Authorization is attached.

DATE
10-18-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8788

140

STATE OF OREGON

INTERO CE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: October 7, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
Monitor Rd. Junction Section
Hillsboro-Silverton Highway
Marion County

Attached are two prints of the approved sign study plans for the above named section.

L E George
L. E. George
Traffic Engineer Supervisor

ELS:rah

Attachment

cc: J. W. Sheldrake
F. T. Lacey

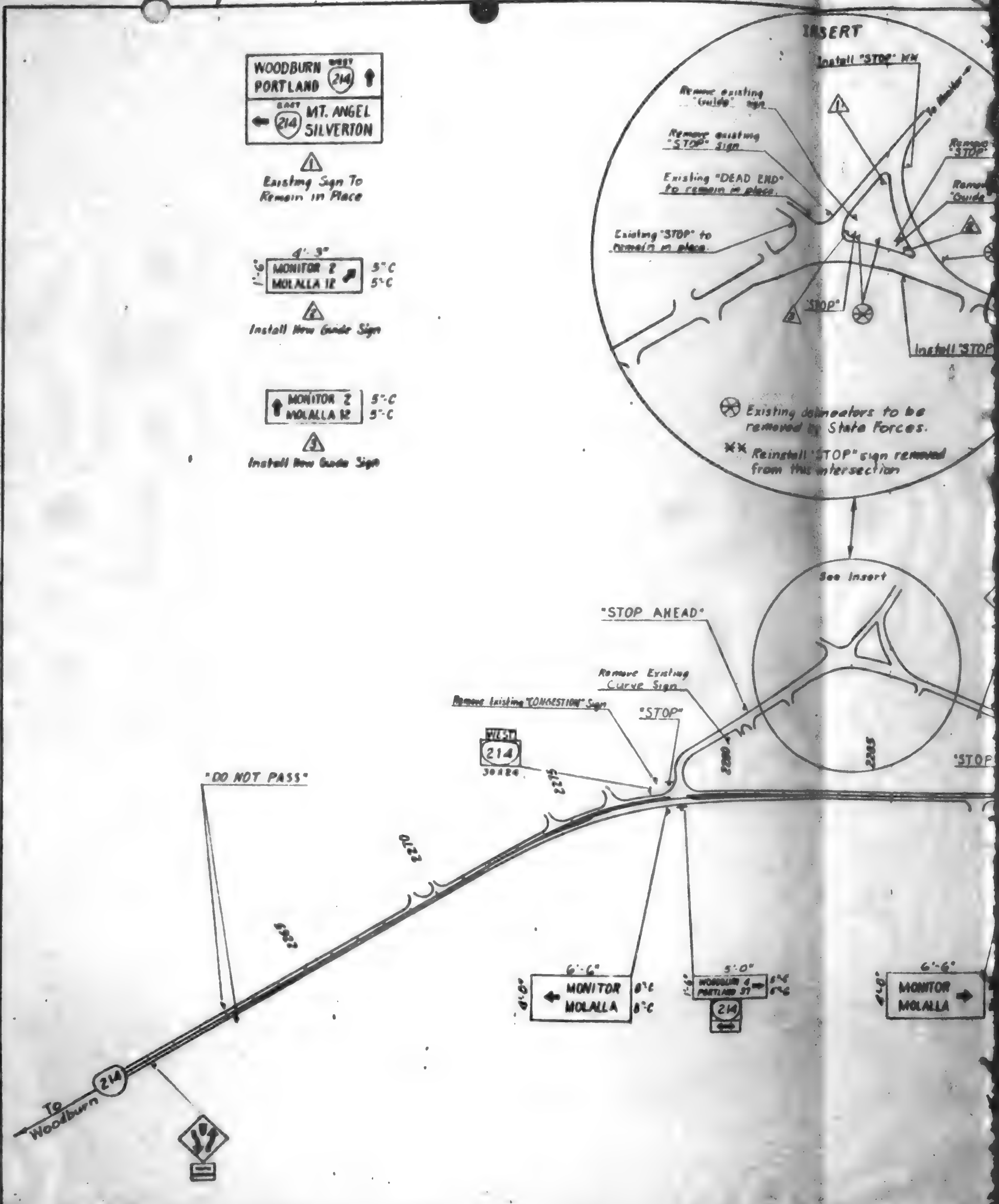
REFERRED TO
✓ Beard WGB Dorn
Cole Sample
Eriksen Watson
Hager Lau
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER
1 print retained by Beard

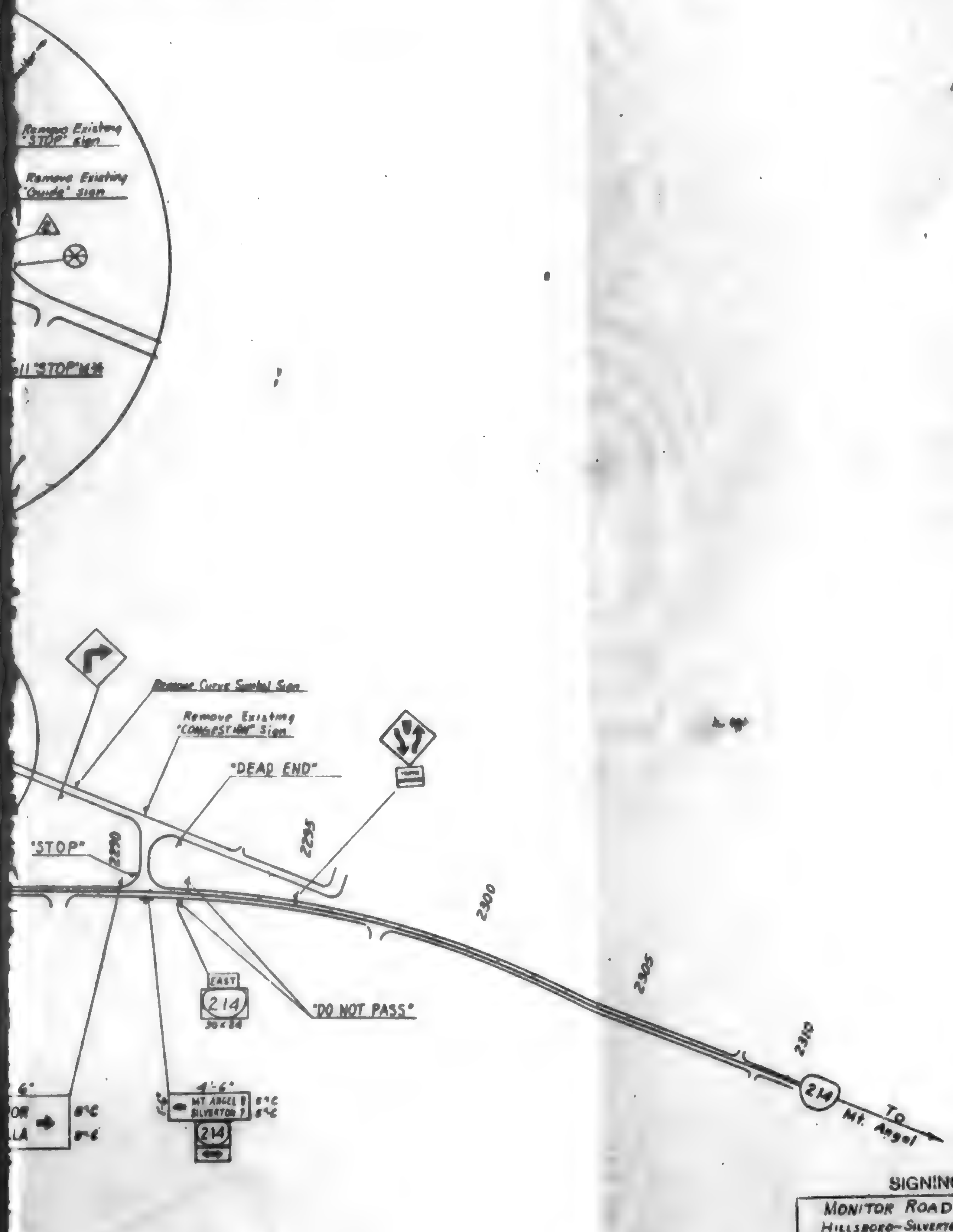
Versteeg
1 Christensen Doc
George
Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
OCT 10 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-128-1367


WOODBURN
PORTLAND
WEST
214
EAST
214
MT. ANGEL
SILVERTON
1
Existing Sign To Remain in Place
4'-3"
1'-6"
MONITOR 2
MOLALLA 12
5"-C
5"-C
2
Install New Guide Sign
MONITOR 2
MOLALLA 12
5"-C
5"-C
3
Install New Guide Sign
INSERT
Install "STOP" ✕✕
Remove existing "Guide" sign
Remove existing "STOP" Sign
Existing "DEAD END" to remain in place.
Existing "STOP" to remain in place.
To Monitor
Remove "STOP"
Remove "Guide"
"STOP"
Install "STOP"
Existing delineators to be removed by State Forces.
✕✕ Reinstall "STOP" sign removed from this intersection
See Insert
"STOP AHEAD"
Remove Existing Curve Sign
Remove Existing "CONGESTION" Sign
"STOP"
WEST
214
30 X 24
2225
2220
2280
2285
"STOP
"DO NOT PASS"
2223
2215
214
To Woodburn
6'-6"
4'-0"
MONITOR
MOLALLA
8"-C
8"-C
5'-0"
1'-6"
WOODBURN 4
PORTLAND 37
6"-C
6"-C
214
6'-6"
4'-0"
MONITOR
MOLALLA



H. Carson, Jr.
P. McCarthy
W. R. Heine
COUNTY APPROVAL
9/21/77
DATE

SIGNING PROJECT

MONITOR ROAD JUNCTION SECTION
HILLSBORO-SILVERTON HWY. - MARION COUNTY

Action	Date	Signature	Title
Submitted	8-30-77		Traffic Control Engr.
Approved	9-6-77		Sign Engineer
"	10/21/77		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	10/6/77		[illegible]

8788 8-8-7 9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-75(2)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME Marion

ITEM NO. 70597-16

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-8-77

FEDERAL ROUTE NUMBER Primary 75

STATE ROUTE NUMBER Secondary 140 only to

GENERAL LOCATION:

"Hillsboro-Silverton Hwy. at Monitor-Woodburn Road Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* All phases of PE necessary to obtain an approved Final Negative Declaration at TEC not to exceed $10,000-FF $9,000.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 27, 1977, letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-8-77	G K Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-086

8788 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Hillsboro/Silverton Highway at Monitor/Woodburn

DATE: July 26, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

/28/77
c: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
J. W. Sheldrake, Reg. 2
R. A. Kuehn, Dist. 3
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 9[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S.COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
6·22·77

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

JUN 27 1977

SALEM

JUN 3 0 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 930 Due Date: JUL 22 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Mel Lucas

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Marion County's comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #11 (Public Facilities and Services) and #12 (Transportation) and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

6/29/77
ML:cg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 930 Due Date: JUL 22 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Hillsboro/Silverton Hwy at Monitor/Woodburn Rd.
Prior to any ground disturbing activities
project area should be surveyed by professionals
competent in the fields of history and archeology.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David G. Talbot

8788

8

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 22, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Hillsboro-Silverton Hwy.
@ Monitor-Woodburn Road
Hillsboro-Silverton Highway
Marion County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Major Non-Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell
B. L. Gifford

ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 7-15-77

8788

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem 97310

July 21, 1977

send copy to
Ed Hunter

FROM: Rod J. Henry
Chief R/W Agent

TO: Memo to File

SUBJECT: File 45757-McLennan
Monitor Road Sec.
Hillsboro-Silverton Hwy.
Marion County

Philip McLennan called me today regarding the subject project. I told Mr. McLennan that we had run into some difficulty with the FHWA and that a hearing had been requested by one of the property owners in the area.

I told him that under these conditions we could give him no assurance regarding the purchase of his property. He said he understood the position we were in but he would still like to hold up construction until we can give him a more definite answer regarding the project.

He has the foundation and sub-flooring in but now feels that he is at a point that he could delay for approximately six weeks without any undue hardship. After that, however, he will have to either have a commitment from us or he will proceed with construction of his house.

He told me that he would definitely contact me before resuming construction. I assured him that we were still doing everything we could to expedite the EIS and public hearing.

RH;ha
cc: Gary Potter
Frank Terpin
John Sheldrake

RECEIVED
STATE HWY ENGR
JUL 25 '77
RE TO

Info	Inves	R/D		Sign	Act	File

RECEIVED
ENVIRONMENTAL SECTION
JUL 21 1977
Referred to Bob F.
FILE

8/7/1

8

bcc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. Sheldrake

July 19, 1977

Mr. Philip A. McLennan, Consultant
834 S W St. Clair Street
Portland, Oregon 97205

Dear Mr. McLennan:

Subject: Monitor Road Section
Hillsboro-Silverton Highway
Marion County

The Highway Division is proceeding as rapidly as possible with the project to improve the Hillsbore-Silverton Highway near Monitor Road. But unfortunately we cannot give you the assurances you requested.

Under current Federal Highway Administration Rules, requests for hardship and protective buying must be submitted to the Federal Highway Administration office in Washington, D.C. We have not submitted a request since this rule has been in effect and do not know how long it will take, or if approval can be obtained under these conditions. Under normal conditions right-of-way acquisitions cannot begin until a public hearing has been held and an Environmental Impact Statement has been prepared. It is my understanding that a public hearing has been requested by the citizens in the area and is tentatively scheduled sometime later in this year. Under these conditions the only assurance we can give is that we will do all we can to expedite the hearing and E.I.S. procedures.

It would certainly be in the best interest of the public to acquire your property before your new house is completed and we appreciate the effort you have made to assist us. However, we must inform you that under the best of conditions the process will be time consuming.

If you have any further questions I will be happy to discuss them with you. My telephone number in Salem is 378-6299.

Very truly yours,

Rod J. Henry
Chief Right of Way Agent

RJH:lb

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ILIP A. McLENNAN
Consultant
834 S.W. St. Clair Street
Portland, Oregon 97205
(503) 224-2321

July 5, 1977

Mr. Don Thurston
Assistant Resident Engineer
Department of Transportation
2960 E. State Street, P.O. Box 30
Salem, Oregon 97310

Subject: Woodburn - Mt. Angel Highway

Dear Mr. Thurston;

Thanks to you and Mr. Rick Reeves for explaining the planned changes in the highway between Woodburn and Mt. Angel.

As we discussed, I've made arrangements to halt construction on the single family home that appears to be in the proposed roadway.

This is a serious decision on my part in an attempt to keep sale costs to the minimum in connection with your project. However, I am aware that no actual approvals to spend money or purchase land have been obtained at this time. To protect me from losses, too, I'd appreciate a letter from the Department stating the following:

1. Requesting a halt in construction (if continued the house and other building will be valued at over $60,000).
2. Setting a date for negotiation of sale or cancelling plan.
3. Indemnifying me for costs incurred in connection with the stopping of construction, if the project is dropped.

I will forward you an itemization of construction costs to date within a few days.

Sincerely,

Philip A. McLennan

Philip A. McLennan

PAMcL/svm

8788 ~~GENERAL FILES~~ 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 18, 1977

In reply refer to: HEC.1-OR

SUBJECT: Oregon Project HHS-75(-)
Hillsboro-Silverton Highway at
Monitor-Woodburn Rd.

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr. Technical Services Branch
Oregon Department of Transportation

The subject draft Negative Declaration has been reviewed and is being returned for revisions. Those revisions determined necessary included an expanded analysis of alternatives to the proposed action. The attached document addressed only two alternatives - the proposed build and the no-build. Additional alternatives that should be analyzed include the following:

1. Correction of sight distance through cut sections at all curve approaches and reconstruction of the highway adjacent to the existing section with improved radii, with a relocated Monitor-Woodburn Road connection.
2. Signing/channelization/signal modification of the existing section.

Adequate and equal levels of analysis on these and all viable alternatives should be presented in the draft document.

G.K. Hosmer
for G. L. Green

cc:
OSHD (G. Potter)

7-18-77
Potter & Leeper
[illegible] quickly
ESH

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8788 140

Salem, Oregon
July 11, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

Monitor Road Jct. Section
Hillsboro-Silverton Highway
Marion County

Attached are 3 Files (4 Parcels) and an authorization for the subject project, which is scheduled for a fall letting.

Also attached is reactivated and revised File 18739 which is a part of this project.

R/W prints will be delivered to your office soon.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

5788

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 6, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project HHS-75(-)
PROJECT ASSESSMENT
Hillsboro-Silverton Highway
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 21, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
" (Region 2, Welsh)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to

8788

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 1, 1977

FROM: Duane O. Christensen
Final Design Engineer

Duane O. Christensen

TO: Mr. E. S. Hunter
Manager of Technical Services

SUBJECT: Hillsboro/Silverton Highway
at Monitor/Woodburn Road
Hillsboro/Silverton Highway
Marion County

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 6 '77
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

As requested we have reviewed the subject project to determine the activities and time frames required to move the project to an early contract date. At the present an A-95 is being circulated with the intention of constructing the project with federal funds.

ACTIVITIES AND TIME REQUIREMENTS W/FEDERAL FUNDS

If the project is constructed with federal dollars the following activities and time frames are required.

Environmental Section--

1.	Negative Declaration Draft and Circulate	2 weeks
2.	Advertise for a hearing and hold if required	4 weeks
3.	Assuming no controversial issues prepare Final Negative Declaration	2 weeks
	TOTAL	8 weeks
	If controversial issues arise requiring design revisions	2 weeks

Final Design--

1.	Check slopes, determine project limits and prepare right-of-way descriptions	1 week
2.	Prepare contract plans, estimates and specifications	3 weeks
	TOTAL	4 weeks

This work can proceed simultaneously with Environmental work.

7-6-77

CC Vansteeg
Boyd
Sheldrake
Coulter
Potter

Ed, please proceed using Fed aid Title II funds.

Fred

Right-of-Way--

If federal funds are involved, negotiations probably cannot begin prior to Final Negative Declaration. Hardship and Protective buying could start after Draft Negative Declaration; however, must have Washington D.C. approval, it is unlikely that this approval could be obtained sooner than the Final Negative Declaration.

Assuming a minimum right-of-way time after the Final Negative Declaration is prepared of four weeks and a three week advertisement period, an October 20, 1977, letting would be the earliest that could be made. If problems arise in negotiating the right-of-way an additional two months will be required giving a December 22 letting date.

ACTIVITIES AND TIME REQUIREMENTS W/STATE FUNDS

Final Design--

Same as above	4 weeks

Right-of-Way--

(Two to three weeks simultaneous with Final Design) plus additional	2 weeks
Advertising	2 weeks
TOTAL	8 weeks

With state funds it would appear a September 22, 1977, letting could be made. Here again if right-of-way negotiations bog down we are looking at a November 17, 1977, letting.

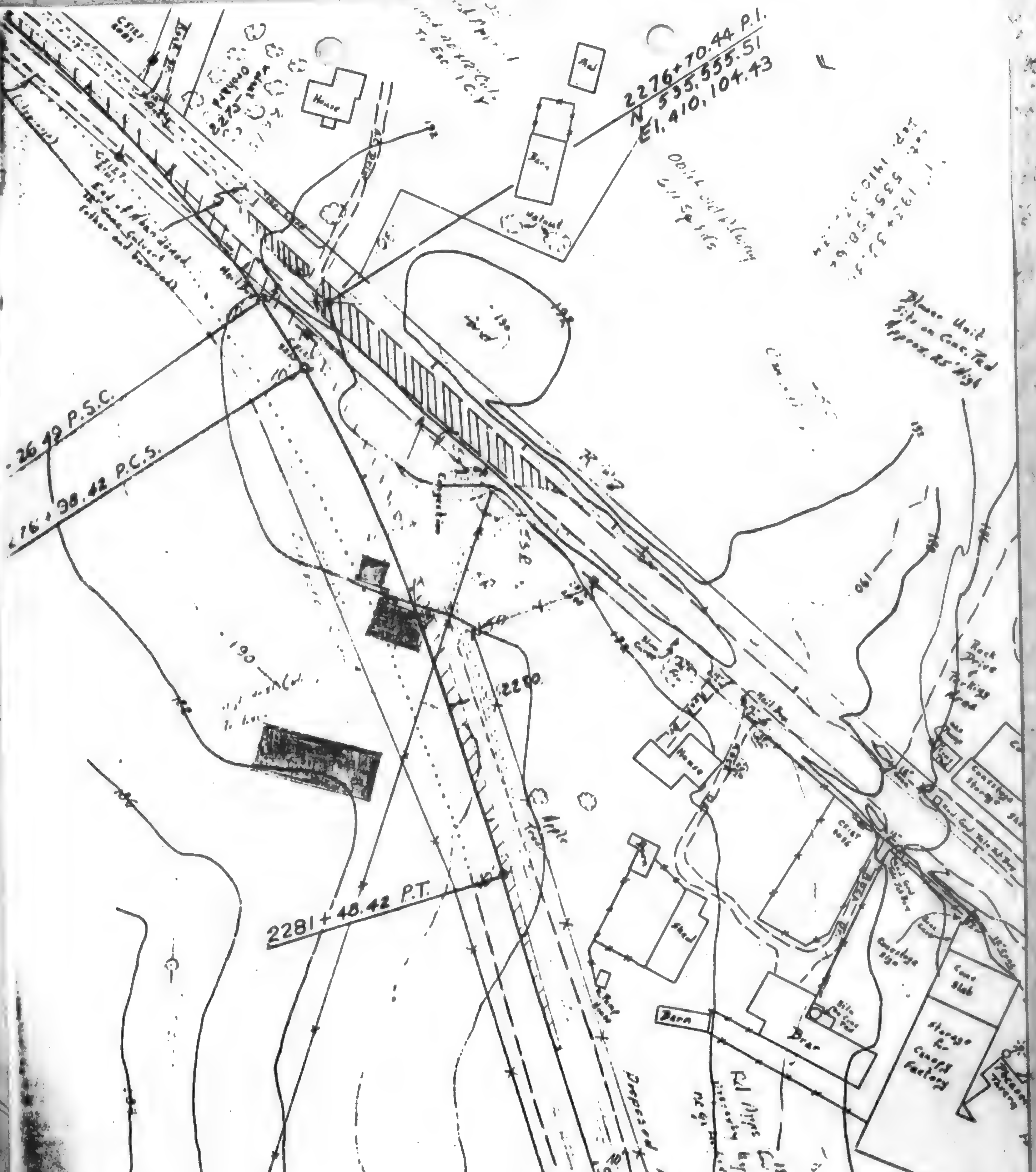
A determination of using federal or state funds will need to be made. Priorities for preparation of specifications will also need to be set if a September letting is required as some project may need to slide.

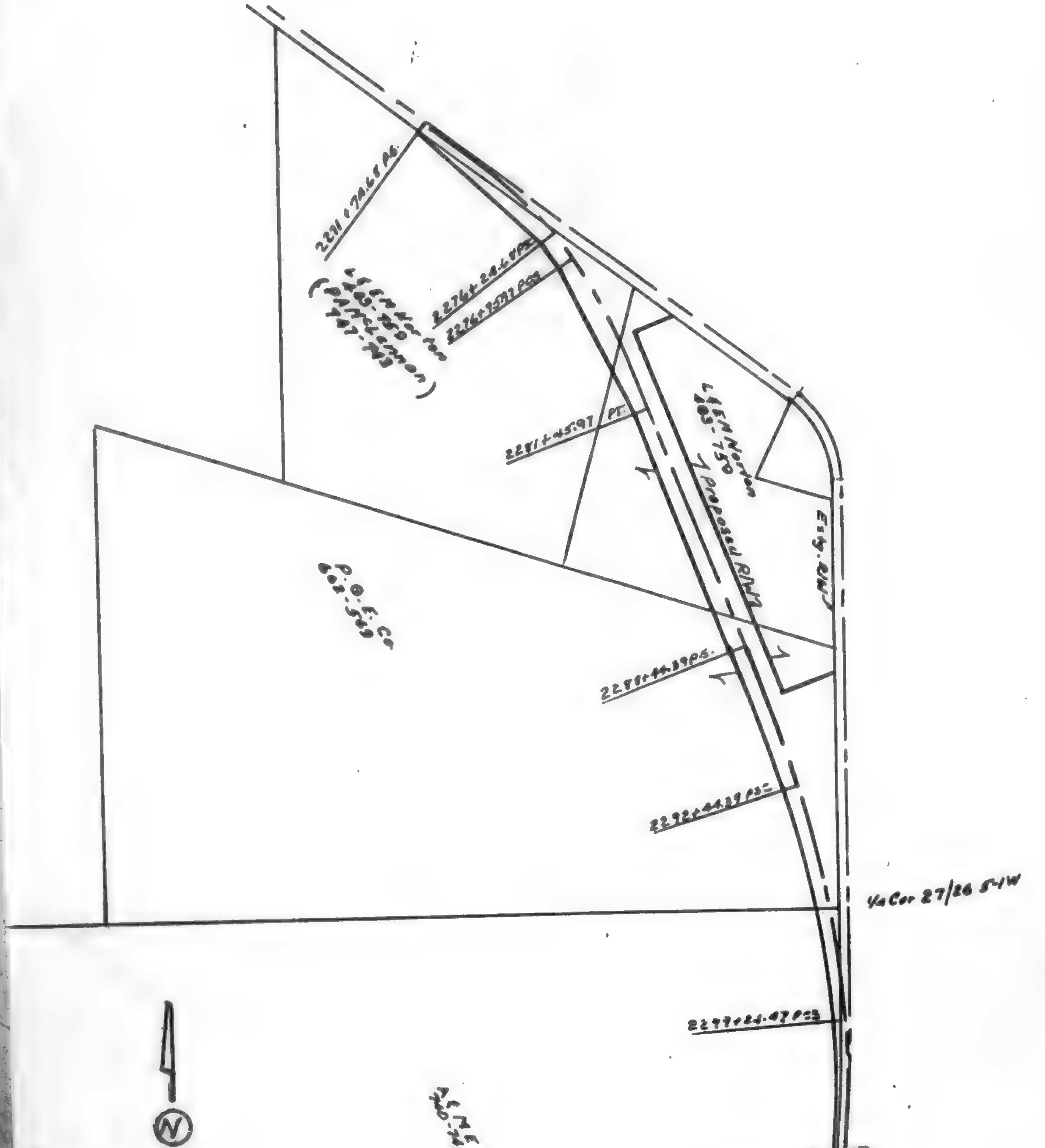
DOC:az
cc: J. B. Boyd
G. Potter
A. L. Brummitt
W. E. Cole

(503) 224-2321

PHILIP A. McLENNAN

834 S.W. St. Clair
Portland, Oregon 97205


2276+70.44 P.I.
N 535,555.51
E1,410,104.43
House
Barn
Walnut
End of Abandoned
Culvert
Mail Box
26.19 P.S.C.
2276+98.42 P.C.S.
2280
2281+48.42 P.T.
190
Blower Unit
Sits on Conc. Pad
Approx. 25' High
Rock
Drive
&
Parking
Area
Concessions
Storage
House
Shed
Apple
Barn
Drw
Silo
Conc. Pad
Conc.
Slab
Storage
for
Canopy
Factory
Pheasant
Tavern
Concessions
Sign
Proposed R/W
S19°51'


2281+74.68 PC.
L.E.M. Norton
103-750
(P.A.M. Lemon)
747-743
2276+24.68 PS.
2276+9.597 PCS
2281+45.97 PT.
L.E.M. Norton
103-750
Proposed R/W
Exty. R/W
P.G.E. Co
603-549
2281+44.39 PS.
2292+44.39 PSC
1/4 Cor 27/26 5-1W
2299+24.47 PCS
L.E.M.E. Aicher
740-743
2303+24.47 PT.
N

(#2) 8788

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Room 305 Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Hillsboro/Silverton Hwy. at Monitor/Woodburn Rd.
Highway: Hillsboro/Silverton Hwy. OR Rt. 214
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: J. Sheldrake
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 21 '77
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Hillsboro/Silverton Hwy. at Monitor/Woodburn Rd.

11	12] PROJECT LOCATION—CITY Hillsboro-Silverton OREGON RT. 214	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: - T: 5S R: 1W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves realignment of the Hillsboro-Silverton Hwy. between M.P. 42.55

06 12] and 43.45 in the vicinity of the Consetogo Canopy Plant, Tavern and Monitor/ [71
Woodburn Road Connection. Overall length is 0.9 mile.

07 12] [71

08 12] [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	243,000	-	27,000	-	-	270,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Trans.	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: June 22, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	July	15	1977

ADDITI NAL INFORMATION—ALL APPL ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 22, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

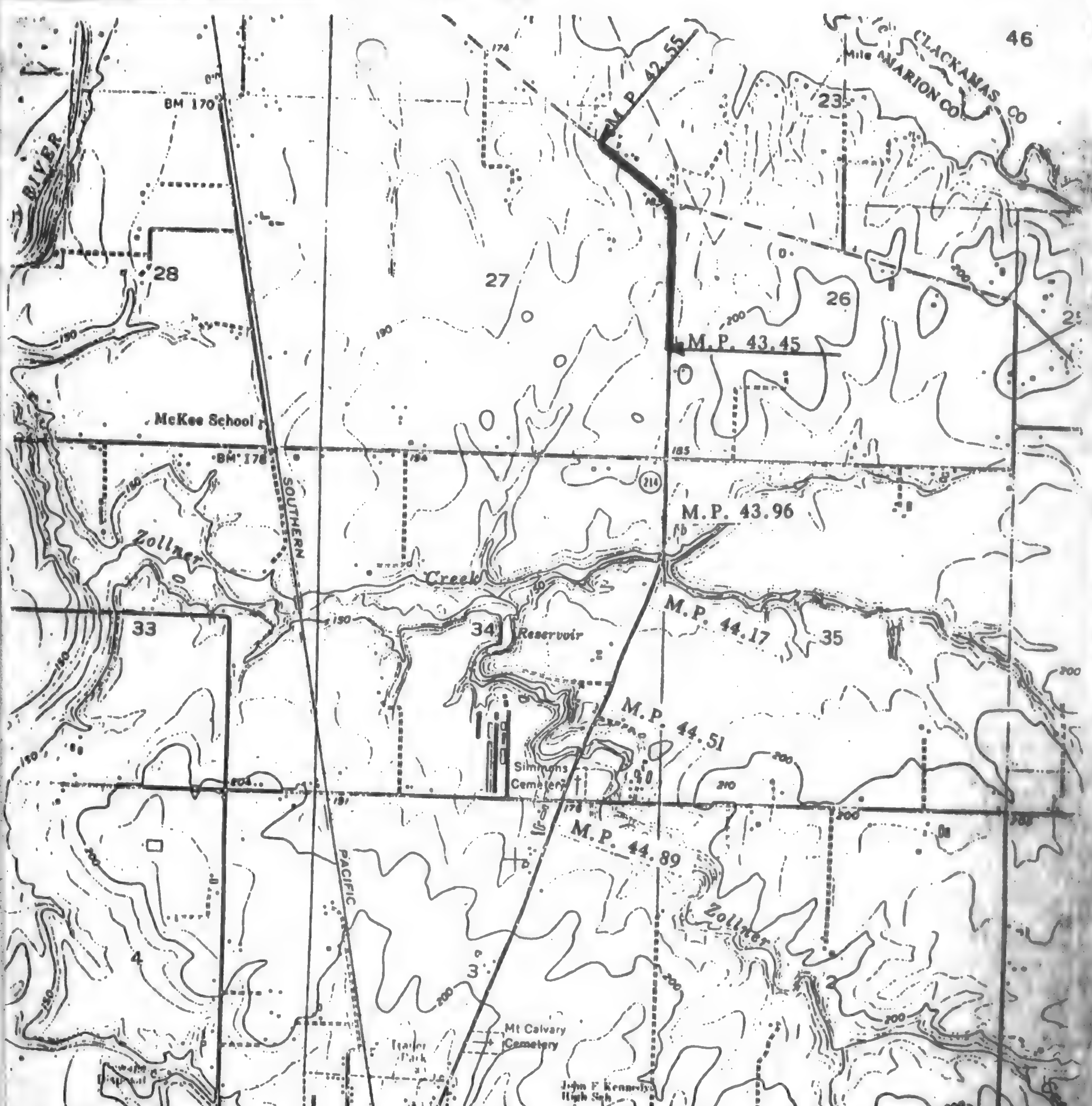
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of Major-Non Significant Environmental impact under Oregons Action Plan.


46
CLACKAMAS CO
MARION CO
Mile
23
M.P. 42.55
BM 170
RIVER
28
27
26
25
M.P. 43.45
190
200
150
McKee School
BM 178
194
185
214
M.P. 43.96
Zollner
Creek
SOUTHERN
33
34
Reservoir
M.P. 44.17
35
M.P. 44.51
Simmons Cemetery
210
200
M.P. 44.89
PACIFIC
Zollner
4
3
2
Mt Calvary Cemetery
Trailer Park
John F Kennedy High Sch
Creek
9
BM 168
Cem
Mount Angel
53
WALKER
10
51
St Marys College
11
150
250

8788

140

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 8, 1977

FROM: Frank E. Terpin
Location Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Hillsboro/Silverton Highway
at Monitor/Woodburn Road
Hillsboro-Silverton Highway
Marion County

Attached is a letter expressing Region's concern that it may be undesirable to pursue the subject project.

I understand the project may have some political significance of which Region may be unaware.

Will you please review your cost/benefit ratio as requested by Region and communicate to them the reasons for proceeding with the project.

Attachment

FET:mc

cc John Sheldrake

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
Erikson
Hager
Reed
✓ Sample
Watson
Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 25, 1977

FROM: John W. Sheldrake
John W. Sheldrake
REGION II ENGINEER

TO: Frank E. Terpin
LOCATION ENGINEER

SUBJECT: Hillsboro-Silverton Highway
@ Monitor - Woodburn Rd.
Hillsboro-Silverton Hwy.
Marion County

Herewith for your approval is Authority for Survey, Draft Prospectus and Prospectus Map for the subject project.

Construction of a new house and barn on the proposed alignment at the north end of the survey has made this project unlikely. This change in the right-of-way was discussed with Rod Henry, Regional Right-of-Way Supervisor. It is Regions recommendation that the project be carefully reviewed for cost/benefit. If not favorable, it should be dropped since no reasonable alternatives are present.

The anticipated cost of Regional Functions is:

Field Survey	(901)	$3,000
Soils & Geology	(910)	1,000
Traffic	(911)	250
Utility	(914)	250
Environmental	(923)	1,500

DWT/ms

Attch:

cc: James Chaney w/attch.
File

RECEIVED
JUN 6 1977
LOCATION SECTION

Will
By Location Engineer

9788

8

ROBERT W. STRAUS
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 19, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Proposed Project
Title II, Section 209
Hillsboro-Silverton Highway at Monitor-Woodburn Road
Marion County

An investigation of traffic conditions at the subject location has been completed.

As a result of this investigation, it is recommended that a curve realignment project be undertaken. Supporting data for this recommendation is attached.

The proposed improvement has a favorable benefit/cost ratio and needs to be placed on the Project Management System.

Please prepare necessary documentation to program this project for Federal Highway Administration participation in anticipated costs.

It is requested that all effort be made to expedite this project. It should be placed on the Contract Letting Schedule for the earliest date possible.

Very truly yours,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
DOT OPERATIONS
MAY 20 '77
REFER TO
FOR

Info	Invest	R/O	D/R	Sign	Act	File

RHB:ds
Attachments

cc: F. B. Klaboe
F. E. Terpin
G. A. Potter
J. W. Sheldrake-Submit Authority for Survey to Location Section.
M. C. Holmes

NOTED
F. B. KLABOE

8790 N. Marine Dr.-New Era Sec. 197
of Pacific Hwy. East
(Guardrail, barrier & signing)

8790

GOVERNMENT PRINTING OFFICE 1974—732-628

cc: OSHD (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-10-80

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah Clackamas	DIVISION Oregon
DATE OF REPORT 3-10-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. ROS-000S(15)
COMPLETION DATE 1-25-79	ACCEPTANCE DATE BY CONTRACT AGENCY 9-25-79	TIME ELAPSED 100 %	CONTRACT TIME 90 C.D.
APPROVED EXTENSIONS None	LOCATION SR 99#, N. Marine Dr (Portland), S. 23.7 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. MARINE DRIVE - NEW ERA SECTION
PACIFIC HIGHWAY EAST
Guardrail, Barrier, & Signing

RECEIVED
STATE HWY ENGR
MAR 13 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3/13
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3-10-80	TITLE Field Operations Engineer	DATE 3-11-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8790

1E
misc

Salem, Oregon
April 19, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

N. Marine Dr.-New Era Section
Pacific Highway East
Multnomah & Clackamas Counties

Roy T. Heinz
Resident Engineer

It was nice to find from your "as constructed" narrative report that the construction was accomplished with few problems. Your suggestions for "through bolting" guard rail connections to bridges and the use of expansion bolts for securing the attenuator base rail have been passed on to the Bridge Section.

FE:mw
cc: Ed Hardt

1E
RWF

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 8, 1978

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: Leonard L. Wallace
Bridge Design Engineer

SUBJECT: N. Marine Dr.-New Era Sec.
Pacific Highway East
Multnomah & Clackamas
County

This ROS project, scheduled for the July 27, 1978 contract letting will provide for the protection or removal of roadway hazards from M.P x 5.3 to M. P. x 18. 2.

Existing Sign bridges at M.P. x 4.3 and M.P. x 5.3 were studied to determine if they could be replaced with cantilever designs. It was decided to replace the sign bridge at M.P. x 4.8 with a cantilever design and provide atten~~y~~uator protection for the median sign bridge column at M.P. x 5.3.

Ken Archibald helped us with atten~~y~~uator costs in examining the alternatives in each case and had tentatively decided on the type of atten~~y~~uator and number of units.

Please furnish us with atten~~y~~uator design data for the median sign Bridge column at M.P. x 5.3 that can be included in the contract plans.

FE:ck

Hal -
Your "Schedule for Advancement
of plans & Contract letting Stage"
indicates we should have our plans, etc
to Specs on 5/12 - This request is dated
6/8 - we will try our darndest.
Any way we can get notification earlier?

Bob Ellison

Discussed with Ellison 6-12-78
Communications between structures and
Final Design got twisted on this one. Had
discussed earlier with Archibald and assumed he
was proceeding with design [illegible] (attenuator data)
Will take request [illegible] Wallace
in future and [illegible] letter
if requested

RECEIVED
JUN 8 1978
BRIDGE SECTION

NOTED
D. W. ELLISON

8790

9

April 11, 1979

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

On April 6 we wrote to you concerning release of final payment on Contract No. 8790 awarded to Coral Corporation for work on the N. Marine Drive-New Era Section of the Pacific Highway East in Multnomah and Clackamas Counties.

The total contract amount is $68,342.90. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Ed Hardt

#2770

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-625-985

STATE COPY

8

cc: State (H. S. Coulter)

3-13-79

U.S [illegible]PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah & Clackamas	DIVISION Oregon

IN COMPANY WITH
Roy Heinz, Resident Engineer, OSHD

DATE OF INSPECTION 3-13-79	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. ROS-000S(15)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

N. MARINE DRIVE-NEW ERA SECTION
PACIFIC HIGHWAY EAST
Guardrail, Barrier, & Signing

Work completed under this project consisted of removal and installation of guardrail, construction of shoulder barrier, construction of an impact attenuator, and removal of an existing sign bridge, and replace with a cantilever sign structure. A contract in the amount of $69,831.00 was awarded August 2, 1978 to Coral Corporation, Gladstone, Oregon. Work began on September 19, 1978 and was completed in reasonably close conformance with the approved plans and specifications on January 25, 1979 at a final estimated cost of $68,342.90. A total of 90 calendar days (the amount allowed under the contract) were used in completing the work. There were no major significant overruns or underruns.

Project records indicate that all materials incorporated into the work met specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO
Kersey
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8790

8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 20 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: March 12, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. ROS-000S(15)

Contract 8790, Work Completed January 25, 1979
Project N. Marine Drive-New Era
Highway Pacific East
County Multnomah & Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-13-79

213

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
MAR 19 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8790 8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Marine Drive - New Era

WEEK ENDING: 2-3-79

SECTION PREFIX: 3-1004

HIGHWAY: Pacific East

COUNTY: Multnomah & Clackamas

NAME OF JOB: N. Marine Drive - New Era

KIND OF WORK: Guard Rail, Barrier & Singing

CONTRACTOR: Coral Corporation

CONTRACT NUMBER: 8790

FEDERAL AID PROJECT NUMBER: ROS-000S(15)

DATE OF CONTRACT: Aug. 2,1978

DATE WORK STARTED: Sept. 19,1978

COMPLETION DATE: Jan. 25,1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

WORK DAYS USED:

CALENDAR DAYS USED: 90

PROJECT AUTHORIZATION: $ 82,475

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 75,272

ENGINEERING AUTHORIZATION: $ 7,203

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,343

ENGINEERING COST TO DATE: $ 7,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 9 %

PERCENT OF AUTHORIZATION 104 %

DATE PROJECT WAS COMPLETED: Jan 25, 1979

Semi final submitted 2-2-79.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Guard Rail	Barrier	Signing
100					100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	N/A							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	28	Fair	0	0	Job Completed
MONDAY	29	Fair & Cold	0	0	
TUESDAY	30	Windy & Cold	0	0	
WEDNESDAY	31	Windy & Cold	0	0	
THURSDAY	1	Cloudy & Cold	0	0	
FRIDAY	2	Cloudy & Cold	0	0	
SATURDAY	3	-	0	0	

RECEIVED
FEB 6 1979
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Jan 28	No activity this week - job completed.
MONDAY Jan 29	
TUESDAY Jan 30	
WEDNESDAY Jan 31	
THURSDAY Feb 1	
FRIDAY Feb 2	
SATURDAY Feb 3	

REMARKS

Summary: Job completed. Semi final estimate submitted to Region 2-2-79. Final weekly report.

SIGNED Roy T. Heinz LOCATION Portland

Roy T. Heinz, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8790

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1978

The Oregon Bank
Oregon City Branch
PO Box 311
Oregon City, OR 97045

Re: Coral Corporation
Contract 8790

Gentlemen:

We have received Coral Corporation's letter of September 27th, indicating $4,000.00 of their certificate #5516 is to be held in lieu of retainage on this project.

Please furnish this office with a copy of the certificate of deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting

JJK:cw

cc: Coral Corporation

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

[illegible]

Form 734-3122 (Rev 7-77)

8790

J

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-32		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Multnomah
MODIFICATION NUMBER 1	8-28-78	Project Number ROS-000S(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,500	$ 96,456
Federal funds	$ 5,850	$ 86,810
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Oregon State Highway Division
Salem, Oregon, August 18, 1978

Federal Aid Project
No. ROS-000S(15)

N. Marine Drive-New Era Section
Pacific Highway East
Multnomah and Clackamas Counties

Revised Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$16,500.00

Type Code Y101
Guard Rail and Obstacles (M.P. X5.3 to M.P. 18.23)

Mobilization	All Required		$ 4,000.00
Temporary Protection and Direction	All Required		5,500.00
Temporary Signs	190 sq.ft.	5.00	950.00
Plastic Safety Markers	4 each	60.00	240.00
Flagmen	440 hours	1.00	440.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Aggregate Shoulders	10 cu.yd.	25.00	250.00
Class "B" Asphalt Concrete	32 ton	65.00	2,080.00
Guard Rail, Type 2A	988 lin.ft.	12.00	11,856.00
Guard Rail, Type 3	25 lin.ft.	20.00	500.00
Extra for 8-foot Post	41 each	10.00	410.00
Guard Rail Anchors, Type 1	4 each	250.00	1,000.00
Guard Rail Anchors, Type 2	2 each	350.00	700.00
Rail End Pieces, Type A	1 each	35.00	35.00
Rail End Pieces, Type B	2 each	70.00	140.00
Rail End Pieces, Type C	4 each	120.00	480.00
Extra for Guard Rail Bridge Connections	1 each	1,000.00	1,000.00
Concrete Barrier	275 lin.ft.	22.00	6,050.00
Impact Attenuator	All Required		14,000.00
Removal of Existing Sign Bridge Installation	All Required		1,000.00
Sign Support Footing	All Required		4,500.00
Cantilever Sign Structure	All Required		9,000.00
Move and Reinstall Existing Sign	All Required		200.00
Sign Illumination Equipment	All Required		3,500.00
	Subtotal		$69,831.00
	Engineering		10,125.00
	Total		$79,956.00

Oregon State Highway Division
Salem, Oregon, August 18, 1978

Federal Aid Project
No. ROS-000S(15)

Length of Project - 0.00 Mi.

Work Retained in Program Status
(not included in amounts below)

Signing (S.F.)	All Required	$ 200.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$16,500.00	$14,850.00	$1,650.00
Guard Rail and Obstacles	79,956.00	71,960.00	7,996.00
	$96,456.00	$86,810.00	$9,646.00

Group 1 - 100%
Contract No. 8790
Prefix 3-1960
Prefix 3-1004

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-119	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-78	ate Oregon County Clackamas & Multnomah Project No. ROS-000S(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, North Marine Drive (Portland), south 23.7 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-20-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,500.00	$ 5,850.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Service Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Project
No. ROS-000S(15)

N. Marine Drive-New Era Section
Clackamas & Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$6,500.00
	Total	$6,500.00

Length of Project . . . . . . 0.0 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,500.00	$ 5,850.00	$ 650.00
Retain in Program (Contract Work)	64,000.00	57,600.00	6,400.00
Total	$70,500.00	$63,450.00	$7,050.00

Prefix 003-1960
Group 1

RHZ:cw

8790

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1978

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by'the Transportation Commission:

> **Contract No. 8790 for work on the N. Marine Drive-New Era Section of the Pacific Highway East in Multnomah & Clackamas Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc **Fireman's Fund Insurance Co.**
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc **C. T. Kessey**
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Roy T. Heinz

8790

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Roy T. Heinz
SAIF
Fran

August 3, 1978

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work on the N. Marine Drive-New Era Section of the Pacific Highway East in Multnomah and Clackamas Counties for the sum of $69,831.00 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8790.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8790 7-26-78

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-000S(15)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71510

COUNTY NAME Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-26-78

FEDERAL ROUTE NUMBER Primary 26 & FAU 9809

STATE ROUTE NUMBER Primary 1E & City Street

GENERAL LOCATION:

North Marine Drive-New Era Section

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-21-78 letter I approve the program change as follows:

Appropriation Code:
Change from 144 to 146.

Swan 8-1

DATE 7-26-78

SIGNATURE OF APPROVING OFFICIAL G.K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8792

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-000S (15)
STATE PROJECT NO. See Below
COUNTY NAME Clackamas& Multnomah
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.
ITEM NO. 71510

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7/5/78
DATE AUTHORIZATION EFFECTIVE 7/5/78
FEDERAL ROUTE NUMBER Primary 26 & FAU 9809
STATE ROUTE NUMBER Primary 1 E and City Street

GENERAL LOCATION:

North Marine Drive--New Era Section

GENERAL DESCRIPTION OF WORK:

Guardrail and Obstacles

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's June 30, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $104,048 Federal Funds $93,644

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE 7/5/78
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

.8770

1E

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78
Donald L Rout

____________ Bid Letting ____________ All Clear Deadline

SECTION N. Marine Dr. - New Era
Highway Pacific East
County Multnomah Region I-Metro
Type of Work Fixed Objects Funds ROS
State __ Consultant __ ✓ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	State wide
Write-off Letter	☒					

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study					☒	

8770 12

SALEM, OREGON
June 8, 1978

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Leonard L. Wallace
Bridge Design Engineer

N. Marine Dr.-New Era Sec.
Pacific Highway East
Multnomah & Clackamas
County

This R0S project, scheduled for the July 27, 1978 contract letting will provide for the protection or removal of roadway hazards from M.P x 5.3 to M. P. x 18. 2.

Existing Sign bridges at M.P. x 4.3 and M.P. x 5.3 were studied to determine if they could be replaced with cantilever designs. It was decided to replace the sign bridge at M.P. x 4.8 with a cantilever design and provide attenuator protection for the median sign bridge column at M.P. x 5.3.

Ken Archibald helped us with attenuator costs in examining the alternatives in each case and had tentatively decided on the type of attenuator and number of units.

Please furnish us with attenuator design data for the median sign Bridge column at M.P. x 5.3 that can be included in the contract plans.

FE:ck

✓
Vorsteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 0 8 1978
ENGINEERING
SECTION

Trout
Do Not File []
Return To
Bring Up / /
Action

8770

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ROS-000S(15)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 71510

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 22 '77
REFER TO
FOR
Info | Inves | R&D | C/R | Sig. | Act | File

6/70

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	9-20-77
FEDERAL ROUTE NUMBER	Primary 26 & FAU 9809
STATE ROUTE NUMBER	Primary 1 & City Street

GENERAL LOCATION:

"N. Marine Drive -New Era Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $6,500
Federal Funds $5,850
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-8-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Swan's 9-8-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-20-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8791 Pacific Hwy. (Conn. #1) at 1978
Hayden Island Dr. Sec. north of
Portland (Traffic signal installation)

CA 6441 7-27-78

8791

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8791

May 16, 1980

Olson Electric Company, Inc.
P.O. Box 830
Vancouver, WA 98666

Re: Time Extension Request
Pacific Hwy. (Conn. #1) at
Hayden Island Drive
Contract No. 8791

Gentlemen:

Your April 24 request for reconsideration of a contract time adjustment on the above project has been carefully reviewed. The data submitted documents the reason for late delivery of poles. However, as pointed out to you in our letter of November 5, 1979 and in our meeting with you on April 1, 1980, the late completion of the project was actually due to the late delivery of traffic signal control equipment and was not determined by the delivery of poles. In the absence of data documenting a "bona fide reason" for additional time due to late delivery of controller equipment, no additional time can be granted.

Sincerely,

Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Ed Hardt
Bob Shotwell

RECEIVED
STATE HWY ENGR
MAY 19 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8791

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
NOV 7 '79
REFER TO
FOR
Info | Inves | R/D | D/A | Sum | Act | File

November 5, 1979

Olson Electric Company, Inc.
Post Office Box 830
Vancouver, WA 98666

Gentlemen:

Re: Time Extension Request
Pacific Hwy. (Conn. #1) at
Hayden Island Drive
Contract No. 8791

We have reviewed your most recent request for reconsideration of contract time on the above project. The letter of October 5 from Union Metal stops short of stating or documenting a delay to this particular project and therefore your request must again be denied.

Considering the several exchanges of letters in respect to contract time on this project, it seems that a meeting would be appropriate in order to resolve this matter. It appears to us that this project completion was delayed by the late delivery of both poles and traffic signal control equipment. The traffic control equipment appears to have determined the completion date of the project.

Please contact Resident Engineer Shotwell and he will arrange a meeting with the Construction Branch to review this matter. It would be desirable for representatives of your signal and pole suppliers to attend this meeting. In any event, you should be prepared to show why the signal and pole materials were delivered late and why this delay is the responsibility of the State.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Robert Shotwell

Form 734-3122

8791

July 20, 1979

Fireman's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, OR 97204

Attention: Fidelity and Surety Department

Gentlemen:

Contract No. 8791 awarded to Olson Electric Company, Inc., for traffic signal installation on the Pacific Highway (Connection No. 1) at Hayden Island Drive in Multnomah County was completed on April 19, 1979, and accepted by the State Highway Engineer on July 17, 1979.

Final payment in the amount of $1,888.04 will be released to the contractor after July 25, 1979. The total contract amount is $37,760.75 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Mead
COMMISSION SERVICES

fkm

cc Olson Electric Co., Inc.
200 E. 5th St.
Vancouver, WA 98661

K.L. & K. Associates, Inc.
500 NE Multnomah St., Suite 1262
Portland, OR 97232

G. T. Massey
Walt Hart

Ed Hardt
V. E. Strong Attn: Dick [illegible]

8791

STATE OF OREGON

INTEROFFICE MEMO

Department of Transportation 378-6594
DEPT. TELEPHONE

TO: H. S. Coulter
State Hwy. Engineer

DATE: July 12, 1979

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8791, Work Completed 4-19-79

Project Pacific Hwy (Conn. #1) @ Hayden Island Drive

Highway Pacific

County Multnomah

Type of Work Traffic Signal Install.

Contractor Olson Electric Co., Inc.

Recommended Acceptance Date July 17, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dlf

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 7/17/79

7/20
-9 -6-

8791

8

Olson ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

May 15, 1979

Subject: Time Extension
Pacific Highway (Conn. #1) @
Hayden Island Drive
Multnomah County
Contract No. 8791

Attention: Mr. H.S. Coulter - Oregon Dept of Transportation
State Highway Engineer

In your letter of April 26, 1979 you stated there was not sufficient information supplied to show material deliveries were actually delayed as a result of the strike.

Attached please find a letter from Union Metal Manufacturing Company to our supplier, Graybar Electric Co. This letter is to verify our request for an extension of time on March 7, 1979.

We trust this will be sufficient information for your records so that we might be granted this extension. If more information is required, or we may be of further assistance, please do not hesitate to call.

Very truly yours,

Joe Olson
Secretary-Treasurer

JO:sl

Enclosure

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

orig. to

THE Union Metal
MANUFACTURING COMPANY

BOX 8530, CANTON, OHIO 44711 • TELEPHONE (216) 454-6111

April 18, 1979

Graybar Electric Co., Inc.
P.O. Box 13159
Portland, Oregon 97213

Attention: Ken Brunton

Subject: Your PO# 465PB16215
Our SO# C-37247
Job Name: Pacific Hwy. (Conn. 1) - Hayden Is. Dr.
Portland, Oregon

Gentlemen:

Reference is made to the subject order which was originally scheduled for shipment the week of January 2, 1979.

There were two contributing factors which explain why the above schedule was not kept. One was due to the strike at the Northwestern Pacific Railroad, which occurred July 10, 1978 thru September 30, 1978. The other was the unforeseen Independent Trucker's Strike during the months of November 10, 1978 thru January 10, 1979. Both of the above are responsible for the shipment of our raw materials from the east. After we received possesion of the needed raw materials, shipment on the order was made March 14, 1979, via Imperial Trucking Lines.

Your patience and understanding in this matter has been greatly appreciated.

Yours truly,

PACIFIC UNION METAL DIVISION

R. E. Lieber
Manager, Order Service

REL:jat

8791   9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

5

SECTION: Hayden Island Drive

WEEK ENDING: April 28, 1979

SECTION PREFIX: 26-1119

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Hayden Island Drive

KIND OF WORK: Traffic Signals

CONTRACTOR: Olson Electric Co., Inc.

CONTRACT NUMBER: 8791

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 10, 1978

DATE WORK STARTED: October 26, 1978

ESTIMATED COMPLETION DATE: May 1, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 241

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $48,513.65

EXCLUSIVE OF ENGINEERING: $44,276.65

ENGINEERING AUTHORIZATION: $4,237.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $41,270.00

ENGINEERING COST TO DATE: $4040.42

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT XXXXXXXXX UNDERRUN: 6.8 %

PERCENT OF AUTHORIZATION: 95 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	Does not apply to signal jobs						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	Does not apply to signal jobs.				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Truck and misc tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		April 19, 1979 date of second notification.
MONDAY 23	showers-clearing	0		
TUESDAY 24	foggy-cloudy	0		
WEDNESDAY 25	clear-warm 72	0		
THURSDAY 26	clear-warm 80	0		
FRIDAY 27	cloudy-showers	0		
SATURDAY 28		0		

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY 22	No Activity.
23 MONDAY	No Activity awaiting signal turn on tomorrow.
24 TUESDAY	Turn on signals 3:00 P.M.
25 WEDNESDAY	Work complete except ped. sign.
26 THURSDAY	No Activity.
27 FRIDAY	All work complete except for ped. sign which is schedule to be installed today.
28 SATURDAY	No Activity.

REMARKS

STATUS: All work complete. Last engineer's weekly report.

SIGNED
Robert E. Shotwell, Resident Engineer

LOCATION
9898 N. E. Hancock Drive
Portland, Oregon 97220

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8791

8

April 26, 1979

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98666

Gentlemen:

Time Extension Request
Pacific Highway (Conn. #1) @
Hayden Island Drive
Multnomah County
Contract No. 8791

Your request for an increase in calendar days in which to complete the above contract has been reviewed. Consideration was given to the reasons stated in your request but they did not show grounds for an extension of time. Your request for additional contract time is therefore not granted.

There was not sufficient information supplied to show material deliveries were actually delayed as a result of a strike. If you have additional information in support of this, please submit through the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:mk ji

bc: C. T. Keasey
E. L. Hardt
Robert Shotwell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 23, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Admin. Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Pac. Hwy. (Conn. #1) at
Hayden Island Dr.
Multnomah County
Contract 8791

The contractor, Olson Electric Co., Inc. has requested a 60 calendar day increase in contract time on the above traffic signal project. Reasons given for delay of the work are dispute with subcontractor over specifications, weather, testing of materials, and late delivery of materials.

The calendar day count began August 10, 1978 with work to be completed before the elaspe of 200 calendar days. Work commenced on the project October 26, 1978. The allowable time expired March 9, 1979.

The contractor states he lost time while negotiating with a subcontractor on the depth of asphalt to be placed where conduit crosses the pavement. The contractor did not document when these delays occurred nor how they affected the project. Conduit work was completed by January 16, 1978 and does not appear to have delayed the project. Recommend no additional time.

Freezing weather conditions are said to have delayed the project. The pole bases were poured January 19, 1979 which was in the middle of the cold spell. Pouring of the sidewalk ramps was the only other activity which could be performed during this time until the remaining signal materials were received. This concrete work may have been delayed by the cold weather but was not critical to completion of the signal installation. Weather does not appear to be a factor in delaying the project. No time is recommended.

Anchor bolts required testing because the contractor did not furnish adequate documentation. One day was required to perform the test. This did not contribute to delay in completion of the contract. The delay was contractor related and does not warrant additional time.

Late delivery of poles and controller was the main cause of delay. The controller was not shipped to the State lab for testing until March 6, 1979. By our specification we are allowed six weeks for testing. Testing was completed to allow installation by April 10, 1979. Delays were supplier related. No reasons were given for the delay.

There were no apparent delays in submitting and approval of pole shop drawings. The contractor returned the approved drawings to the supplier on October 9, 1978. The poles were not installed until March 26, 1979. The contractor mentioned a trucking strike as being the cause of delay. There wasn't sufficient information supplied documenting a strike or showing delay to the project. Supply of materials remains the contractor's responsibility. Recommend no additional time.

It is recommended this request for time be denied.

This is a State project.

A rough draft letter to the contractor is attached.

OBJ:DA:mk

Attach.

cc: E. L. Hardt
R. Shotwell

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3/7/79, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 200 days to 260 days, within which to complete our Contract No. 8791, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached List

Respectfully submitted,

Olson Electric Company, Inc.
Contractor

By

CONSENT OF SURETY

Date 3/7/79, 19

We, Fireman's Fund Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gail Custer
Attorney-in-fact Gail Custer

(SEAL)

Robert W. Lagler
Resident Agent Robert W. Lagler

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8791 Contractor Olson Electric Company, Inc.

Highway Pacific

Section Pacific Hwy. (Conn. #1) at Hayden Island Dr.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

O. B. Jackmond For
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8791

Project designation State
State-Federal

Date awarded August 10, 1978

Work started October 26, 1978

Per cent completed 15 (March 17, 1979)
Date

No. of Workdays Allowed 200

No. of Workdays Used 208

No. of Added Workdays Requested 60

[illegible]

Olson ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

REASONS FOR REQUEST FOR EXTENSION OF TIME:

1. Negotiations and loss of time involved with sub-contractor in placing underground under pavement crossing. 12" of asphalt was beyond contract specifications.

2. Weather factors - 31 days of below freezing weather with snow and ice on the ground.

3. Loss of time involved due to stress testing of the anchor bolts at the request of the Oregon State Highway Dept.

4. Delay in pole and controller delivery. Poles were ordered 8/3/78 from Graybar Electric. Catalog cuts were sent to the State of Oregon on 9/20/78, they were sent back to us approved on 10/9/78 and were released to Graybar 10/9/78. The first promised delivery date was 1/22/79. To date, the poles are still not here. The problem, according to the supplier, was a trucking strike.

5. The controller was shipped from Signal and Control in Redmond, Washington 3/6/79 to the testing lab in Salem. This testing will take at least three weeks. Installation will take approximately three weeks after we receive it.

8791

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1978

Olsen Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No, 8791 for traffic signal installation on the Pacific Highway (Conn. #1) at Hayden Island Drive, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
Enclosure

cc Fireman's Fund Insurance Co.
121 S. W. Salmon, Suite 900
Portland, OR 97204
Attn: Fidelity & Surety Dept.

K.L. & K. Associates, Inc.
500 N. E. Multnomah Street, Suite 1262
Portland, OR 97232

C. T. Kassey
Ed Hunter
Walt Hart
Robert Church
Ed Hardt
Robert Shotwell
L. E. George
Jim Kinns

8 191

8

STATE OF OREG

INTERO CE MEMO

TO: MEMO TO THE FILE

DATE: September 13, 1978

E S Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

Olson Electric Company, Inc. was the low bidder on two projects -- Beaverton Highway (Connection No. 1) at Hayden Island Drive and Hermiston Highway at S. W. Highland Avenue -- at the July 27 bid letting.

The regular procedure of mailing documents by the Commission's Secretary was followed.

On Friday, September 8, Cecil Head called to my attention that the signed contracts had not been returned for either project. I called Olson Electric several times that day and was not successful in contacting either of the owners.

About 4:45 on Friday, September 8, a George Hansen (attorney representing Olson Electric) called to advise me that they were having some difficulty in obtaining a performance bond. This, he said, could be cleared up on Monday (September 11). I asked him to call Monday and advise me if, in fact, the matter was being cleared up.

Joe Olson called on Monday, September 11 and said the performance bond was being issued and promised they would deliver the signed documents to me Tuesday morning (September 12). Tuesday afternoon, Joe Olson called and said they were just in the process of getting the signed documents and promised they would be delivered Wednesday morning (September 13). As of this time (11 a.m.) they have not arrived.

ESH:ja

cc Cecil Head
Jack Sollis

8791

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Robert Shotwell
L. E. George
SAIF
Fran

August 10, 1978

Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98661

Gentlemen:

The Oregon Transportation Commission on August 2 accepted your proposal for traffic signal installation on the Pacific Highway (Connection #1) at Hayden Island Drive in Multnomah County for the sum of $40,745 and referred it to the State Highway Engineer with authority to award the contract when the sum of $10,500 is deposited by Multnomah County and when $10,500 is deposited by Hayden Island, Inc.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8791.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 22, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8771

8

HAYDEN ISLAND INC.

HIGHWAY 5 AT JANTZEN BEACH • PORTLAND, OREGON 97217 • PHONE 283-4111

August 4, 1978

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Gerald W. Wimer
Local Government Manager

RE: Your letter 7-28-78

Dear Mr. Wimer:

Enclosed is our check for $10,500.00 for our share of traffic control signal at Pacific Hwy. and Hayden Island Drive as required pursuant to above indicated letter.

HAYDEN ISLAND, INC.

Lee Buell

L. W. Buell
President

cc: Robert Snider, President
Thunderbird - Red Lion Motor Inns

LWB:jmb
encl:check #302

Check taken to Accounting 8-7-78 2:26 PM.

H

H

M

JANTZEN BEACH CENTER	289-5555
JANTZEN BEACH MOORAGE	283-2444
HAYDEN ISLAND MOBILE HOME PARK	289-7626
JANTZEN BEACH VILLAGE APARTMENTS	289-1621
JANTZEN BEACH ICE CENTER	285-6601

JOINT VENTURES

THUNDERBIRD MOTOR INN AT JANTZEN BEACH	(503) 283-2111
THUNDERBIRD MOTOR INN AT THE QUAY, VANCOUVER, WN.	(503) 289-0303
PARKER HOUSE RESTAURANT, CAMAS, WN.	(503) 285-4032

191

8

July 28, 1978

Hayden Island, Inc.
Hwy. 5 @ Jantzen Beach
Portland, Oregon 97217

Attn: L. W. Buell, President

Gentlemen:

On July 27, 1978 a satisfactory bid was received from Olsen Electric Co., Inc., Vancouver, Washington 98660 to install Traffic Control Signal equipment at the Intersection of Pacific Hwy. and Hayden Island Drive.

The Advance Deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$40,745.00
Permanent Pavement Striping	775.00
Signal Controller Testing	600.00
Relocate Sprinklers (S.F.)	250.00
4½% Contingencies	1,906.65
(10%) Engineering	4,237.00
ESTIMATED TOTAL COST	$48,513.65

Rec. 8-7-78

Company's Advance Deposit: A sum of money equal to
25% of $48,513.65 = $12,128.41 or $10,500.00 whichever is the lesser.

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than August 18, 1978.

Please make your check for $10,500.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc

bc w/AD#482: Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD#482
when check is received.

8741

July 28, 1978

Multnomah County
2115 SE Morrison
Portland, OR 97204

Attn: Oliver Domreis
      County Engineer

Gentlemen:

On July 27, 1978 a satisfactory bid was received from Olson Electric Co., Inc., Vancouver, Washington 98660, to install Traffic Control Signal equipment at the intersection of Pacific Hwy. and Hayden Island Drive.

The Advance Deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$40,745.00
Permanent Pavement Striping	775.00
Signal Controller Testing	600.00
Relocate Sprinklers (S.F.)	250.00
4½% Contingencies	1,906.65
(10%) Engineering	4,237.00
ESTIMATED TOTAL COST	$48,513.65

County's Advance Deposit: A sum of money equal to
25% of $48,513.65 = $12,128.41 or $10,500, whichever is the lesser.

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than August 18, 1978.

Please make your check for $10,500 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FM:dmc

bc w/AD#482A: Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD#482A
when check is received.

8791

8

July 27, 1978

Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

Hayden Island, Inc.
Interstate 5 at Jantzen Beach
Portland, OR 97217

MISC. CONTRACTS and
AGREEMENTS No. 5441

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Multnomah County, Hayden Island, Inc., and the Highway Division for installation of traffic signals on the Pacific Highway (Connection No. 1) at Hayden Island Drive (Jantzen Beach Interchange).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8791 8

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

July ~~3~~ 6, 1978

PROJECT MANAGEMENT
PME LGE [✓ ☐] CCE ☐ FAE ☐ OM ☐ OPE ☐
JUL 7 1978
TAA
File: PM LG FA OP

Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Attn: Jon Rose, Federal Aid Engineer
Metropolitan Section

Re: Proposed Agreement, Traffic Signal Installation, Hayden Island Drive, Multnomah County
78-81

Dear Jon:

As requested in your letter of June 7, 1978, here are four bound copies of an agreement signed by the Chairman of the Board of County Commissioners. This agreement covers responsibilities for the installation of a traffic signal near the Jantzen Beach Thunderbird Motel at the intersection of Hayden Island Drive with the freeway interchange. Enclosed is copy of Board Order.

Please return one fully executed copy of this agreement to this office in care of the ENGINEERING SERVICES SECTION.

Very truly yours,

Oliver J. Domreis
OLIVER J. DOMREIS
County Engineer

OJD:ms

Encls - Agreement (4)
Board Order dtd 6/22/78

From Metro JON ROSE Date 7/6/78
To [redacted]
[redacted] Traffic Region 1

Comments: Here are 4 copies of the subject agreement, signed by Hayden Island Inc and the County and approved by Metro. Region I has concurred by telephone. Please process.

Jon Rose

8791

8

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

June 22, 1978

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 S. E. Morrison Street
Portland, Oregon

Mr. Oliver Domreis
County Engineer
2115 SE Morrison Street
Portland, Oregon

Finance Division
426 S. W. Stark Street
Portland, Oregon

Dear Madam:

Be it remembered, that at a meeting of the Board of County Commissioners held June 22, 1978, the following action was taken:

Form of Order in the matter of the execution of)
an Agreement with State Highway Division and Hayden)
Island, Inc., providing for installation of a)
traffic signal at Hayden Island Drive, West Frontage)
Road Intersection)

The above-entitled matter having come before the Board and full consideration having been given thereto, upon motion of Commissioner Roberts, duly seconded by Commissioner Corbett, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Asst. Clerk of Board

sq
cc: Budget

8791 8

Section Pacific Hwy (Conn.# [illegible] at Hayden Island Dr. Programming Estimate $

Highway Pacific Project Length —

County Multnomah Completion Time 200 calendar days

Kind of Work Traffic Signals 6-5-78

Prefix 626-1458- FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~41,233^{00}~~ 43,677^{00}

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	775	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 1625^{00}
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	600^{00}	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
~~Misc. Permit Fees~~		
Relocate Sprinklers (S.F.)	250^{00}	

	45,302^{00}	$ ~~42,858^{00}~~
Contingencies (4-1/2%)	2,038.^{59}	~~1,928^{61}~~
Engineering (10 %)	4,530^{20}	~~4,285^{80}~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction	51,870^{79}	$ ~~49,072^{41}~~

APPROVED

Road Design Engineer

Rev 5 June 78

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10 Jan 78

Section Pacific Hwy. (Conn#1) at Hayden Island Dr.
County Multnomah

Kind Of Work Traffic Signal
Length -
Name Butler

1-16-78 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,179^{00}
2	Temporary Signs		Sq. Ft.	190	6^{50}	1,235^{00}
3	Temporary Barricades		Each	2	125^{00}	250^{00}
4	Flagmen		Hour	40	20^{00}	800^{00}
5	Miscellaneous Street Work		Lump Sum	All	Lump Sum	2650^{00}
6	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	37,564^{00} ~~35,120^{00}~~
	Total					43,677^{00} ~~41,233^{00}~~

8791

8

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

May 10, 1978

RECEIVED
TECHNICAL SERVICES

MAY 15 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Mr. L. W. Buell, President
Hayden Island, Inc.
I-5 at Jantzen Beach
Portland, Oregon 97217

Re: Hayden Island Drive - I-5 West Frontage Road Intersection

Dear Les:

This letter is intended to confirm our recent conversations concerning the signalization of this intersection. The Department of Environmental Services will recommend to the Board of County Commissioners that the County pay 25% of the cost of installation of a traffic signal at this intersection. This recommendation is consistent with an existing agreement between the Oregon Association of County Officials and the State Department of Transportation. This agreement provides that the County share in the traffic signal construction cost in proportion to the number of County roads connecting to the intersection.

The Department of Transportation's letter of March 10, 1978 estimates the cost of the signal at $42,000. The estimated County share of the construction cost is $10,500.

I suggest that you ask the State to change their proposed agreement to include the County sharing 25% of the cost. The County should also be included as a signature to the agreement.

The Department of Environmental Services will forward the modified agreement to the Board of County Commissioners with a recommendation for approval.

Please call me if you have any additional questions concerning this matter.

Very truly yours,

Oliver J. Domreis

Oliver J. Domreis
County Engineer

OJD:kf

AN EQUAL OPPORTUNITY EMPLOYER

8791

PROGRAM MANAGEMENT OFFICE MEMO

Date 1-19-78 P.M.

Subject Proposed Signal Pac. Hwy. Conn. No. 1 @ Hayden Island Dr. File No.

Received (call) ~~(visit)~~ from Bud George

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Bud discussed this with Hunter. Intersection is not on any Fed. Aid system. We will use State funds to build with participation from Hayden Island Development Corporation of 25%. Coordinate agreement with Bud before sending to Region I for negotiation with Hayden Isl. Corp.

Signature

File ( ) ([illegible]) (M) ( ) S ( ) ( ) ( )
Circulate: [✓ PME] [✓ LGE] OPE FAE [✓ CCE] OM [✓ Other] Holmes Taa

STATE OF OREGON INTEROFFICE MEMO

TO: D. H. Moehring
Manager

DATE: January 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal
Pacific Highway (Connection No. 1)
@ Hayden Island Drive

Attention: M. C. Holmes

Would you please prepare an agreement for the subject traffic signal installation.

This is to be a Federal Aid Project. Since one of the legs of the intersection is a private driveway, the additional charges associated with this leg will have to be charged to the owner which is Hayden Island Development Corporation. The costs directly attributed to private driveway amounts to six vehicle detectors, two amplifiers and two vehicle heads with associated wiring. The estimated cost of this equipment is $2,600 installed.

According to Ron Failmezger in Region 1, Hayden Island Drive is a county road and the agreement should therefore specify that the power consumption of the signal is the responsibility of the county. The State will care for the future maintenance.

This project is fully designed and can be scheduled as soon as the agreements are executed.

Not on Co. Rd. 1/19/78
Not on F.A.
wait for word from Bug Swan.

L. E. George

L. E. George
Traffic Engineer Supervisor

RDT:rw

cc: E. L. Hardt

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ [✓ FAE ☐] OPE ☐
JAN 17 1978
TAA Holmes File: PM FA
LG OP

cc DE Swan
1/18

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Manager

DATE: January 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal
Pacific Highway (Connection No. 1)
@ Hayden Island Drive

Attention: M. C. Holmes

Would you please prepare an agreement for the subject traffic signal installation.

no

This is to be a Federal Aid Project. Since one of the legs of the intersection is a private driveway, the additional charges associated with this leg will have to be charged to the owner which is Hayden Island Development Corporation. The costs directly attributed to private driveway amounts to six vehicle detectors, two amplifiers and two vehicle heads with associated wiring. The estimated cost of this equipment is $2,600 installed.

According to Ron Failmezger in Region 1, Hayden Island (0.06 mi. beyond intersection) Drive is a county road and the agreement should therefore specify that the power consumption of the signal is the responsibility of the county. The State will care for the future maintenance. no

This project is fully designed and can be scheduled as soon as the agreements are executed.

L. E. George

L. E. George
Traffic Engineer Supervisor

RDT:rw

cc: E. L. Hardt

cc DE Swan

1/19/78 A.M.
Bud George will discuss with Hunter & this is not eligible for any Federal funds

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE [✓ ☑] FAE [✓ ☐] OPE ☐
JAN 17 1978
TAA Holmas
File: PM FA
LG OP

81-125-1387

8792 Hermiston Hwy. @ SW Highland Ave. in Hermiston 197
(Traffic signal installation)

C'Q 6551 5-8-78

8742

U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

rn

cc: OSHD(H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION & FINAL ACCEPTANCE REPORT

8-29-80

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT August 25, 1980	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. HHS-76(1)
COMPLETION DATE May 23, 1979	ACCEPTANCE DATE BY CONTRACT AGENCY January 24, 1980	TIME ELAPSED 282/250 = 112.8 %	CONTRACT TIME 250 calendar days
APPROVED EXTENSIONS None	LOCATION City of Hermiston, Umatilla County, Oregon		

RECEIVED
STATE HWY ENGR
SEP 2 '80
REFER TO
cy Keasy
FOR
Info Invest R/D D/R Act File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Hermiston Highway @ S. W. Highland Avenue (Hermiston) Section

Hermiston Highway

SIGNAL INSTALLATION

This project provided for the installation of a traffic signal and associated work at the above intersection.

The project was awarded on August 2, 1978 to Olson Electric Company, Inc. of 200 E. 5th Street, Vancouver, Washington, 98660 in the amount of $33,571.50. Contract time began on August 15, 1978.

Contract time for the project was 250 calendar days. The contractor used 282 calendar days to complete the work and was assessed 32 calendar days of liquidated damages. The contractor requested a time extension based on defective equipment received from a supplier. The request for additional time was denied.

The final amount of the original contract items was $33,066.02. The final cost of the project including all changes and engineering was $38,714.48. Project authorization was $40,672.12.

A final inspection of the completed work was made on January 17, 1980.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 8-27-80	TITLE Field Operations Engineer	DATE 8-29-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8792

January 28, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 5
Contract #8792

Gentlemen:

Contract No. 8792 awarded to Olson Electric Co., Inc. for traffic signal installation on the Hermiston Highway at Southwest Highland Avenue in Hermiston in Umatilla County was completed on May 23, 1979, and accepted by the State Highway Engineer on January 24, 1980.

Final payment in the amount of $2,002.29 will be released to the contractor after February 5, 1980. The total contract amount is $31,894.64. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98661

K. L. & K. Associates, Inc.
500 N.E. Multnomah Street, Suite 1262
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

#8792

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE: December 13, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HHS-76(1)

Contract 8792, Work Completed May 23, 1979

Project Hermiston Ave. @ SW Highland Ave. (Hermiston)

Highway Hermiston

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 17, 1980

G.K Hassner
for G. L. Green
Division Administrator

noted
H. S. COULTER

RDC:mk

cc: ~~H. S. Coulter~~
✓C. T. Keasey
W. E. Schwartz
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
JAN 22 1980
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

792

8

June 20, 1979

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

Gentlemen:

Time Extension Request
Hermiston Highway @ S.W. Highland Avenue
Contract No. 8792
HHS-76(1)

Your request for an extension of time on the above project has been reviewed and is denied. The correction of defective materials is a contractor responsibility under the terms of the contract and additional time cannot be granted for that reason. The defective Opticom unit apparently resulted from a problem in its manufacture and subsequent delays in the correction of its defect. The choice of a supplier and/or manufacturer rests with the contractor and hence delays resulting from defective or nonspecification materials likewise rests with the contractor.

Should you have any further questions in this matter, please contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:mk jh

bc: Federal Highway Administration
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 19, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Hermiston Hwy. @ S.W.
Highland Avenue
Contract No. 8792

The contractor on the above project, Olson Electric Company, Inc., has requested a time extension of "seven days beyond receipt of controller". Pertinent contract times are as follows:

Contract awarded	August 2, 1978
Work started	August 15, 1978
Contract time expired	April 21, 1979
Project complete	May 23, 1979

The contractor bases his request on the fact that the 3-M Opticom unit in the controller was defective and a delay was incurred in obtaining the replacement equipment. This is not a bona fide reason for adjustment of contract time. It is the contractor's responsibility to provide specification materials to the project. The correction of defective materials is not a valid reason for time extension. It is therefore recommended that this request be denied.

This is a Federal-aid project and FHWA concurrence will not be required. A rough draft letter to the contractor is enclosed.

OBJ:fr:mk

Enc.

cc: W. E. Schwartz
W. C. Ferguson

Wh

RECEIVED
STATE HWY ENGR
JUN 20'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 18, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * See below days to .... days, within which to complete our Contract No. 8792, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Defective 3-M Opticom unit in controller. See attached.

7 days beyond receipt of controller

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By
Secretary-Treasurer

CONSENT OF SURETY

Date 4/19, 1979

We, Fireman's Fund Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gen M Dietzman
Attorney-in-fact Gene M. Dietzman

Robert W. Lagler
Resident Agent Robert W. Lagler

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8792 Contractor Hermiston Hwy @ SW Highland Avenue

Highway Hermiston

Section Hermiston Hwy @ SW Highland Ave.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or GRANTED~~**. The reasons for such recommendation are as follows:

See attached letter.

Recommended for Approval:

~~Division Engineer~~
Region Construction Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8792
Project designation (State-Federal)	Federal
Date awarded	Aug. 2, 1978
Work started	Aug. 15, 1978
Per cent completed	100% May 23, 1979 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	282
No. of Added Workdays Requested	32

GENERAL POWER OF ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----GENE M. DIETZMAN-----

PORTLAND, OR

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof ----------------------------

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of FIREMAN'S FUND INSURANCE COMPANY now in full force and effect.

"Article VIII, *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of FIREMAN'S FUND INSURANCE COMPANY at a meeting duly called and held on the 15th day of July, 1966, and said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY has caused these presents to be signed by its Vice-President,

and its corporate seal to be hereunto affixed this 7th day of November, 19 78.

FIREMAN'S FUND INSURANCE COMPANY

By William W. Lauber
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 7th day of November, 19 78, before me personally came William W. Lauber to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1980

Susie K. Gilbert
Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a CALIFORNIA Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 19th day of April, 19 79

Winifred H. Browne
Assistant Secretary

#8792 6-20-79

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL A /OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	**PROGRAM NO.** **ITEM NO.** 80023	**FEDERAL AID PROJECT NO.** HHS-76(1) **STAT JECT NO.** See below **COUNTY NAME** Umatilla **PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO [illegible]
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

6-22
orig
to

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 5-9-79	**FEDERAL ROUTE NUMBER** Primary 76 **STATE ROUTE NUMBER** Secondary 333

GENERAL LOCATION:

Hermiston Avenue at Highland Avenue (Hermiston)

GENERAL DESCRIPTION OF WORK:

Furnish and Install Two "Signal Ahead" Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 9, 1979, as requested in Mr. Keasey's letter of June 1, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $261.12 - Federal Funds $235.

DATE	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE**
6-20-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8792

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hermiston Hwy. at SW Highland Ave.(Hermiston)

WEEK ENDING: May 26, 1979

SECTION PREFIX: 130-2052

HIGHWAY: Hermiston

COUNTY: Umatilla

NAME OF JOB: Hermiston Hwy. at S.W. Highland Ave.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Olson Electric Co., Inc.

CONTRACT NUMBER: 8792

FEDERAL AID PROJECT NUMBER: UUS-76(1)

DATE OF CONTRACT: August 2, 1978

DATE WORK STARTED: Feb. 26, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 1 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 282

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $40,672.12

PERCENT OF TIME ELAPSED: 113

EXCLUSIVE OF ENGINEERING: $37,119.97

ENGINEERING AUTHORIZATION: $3,552.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $37,119.97

ENGINEERING COST TO DATE: $3,404.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: May 23, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Signal Work
						100

	GRADING	SURFACING	MAINTENANCE & MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				Part/2 days 4

EQUIPMENT USED DURING THE WEEK:

1 van truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair-warm	1		
MONDAY	Fair-warm	1		
TUESDAY	Pt. fair-cloudyPM	1		
WEDNESDAY	Cloudy	1		Project completed today 5/23/79.
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY 29 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Signal installation turned on today. System OK in working order after minor adjustments.
WEDNESDAY	Contractor completed cleanup work, removed existing beacon light and delivered it to City of Hermiston. Project completed today. City crews did some tree trimming to give better view of signals.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Second notification on completion of project sent in May 23, 1979.

SIGNED ______ LOCATION Pendleton
W.C. Ferguson Res. Engr.

[illegible] RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8792

4

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1978

Olsen Electric Co., Inc.
300 E. 5th Street
Vancouver, WA 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by'the Transportation Commission:

> Contract No. 8792 for traffic signal installation on the Hermiston Highway at S. W. Highland Avenue in Hermiston, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm
Enclosure

cc Fireman's Fund Insurance Co.
121 S. W. Salmon, Suite 900
Portland, OR 97204
Attn: Fidelity & Surety Department

K. L. & K. Associates, Inc.
500 N. E. Multnomah St., Suite 1262
Portland, OR 97232

Ed Hunter
C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Wm. C. Ferguson
L. E. George

8792

9

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: September 13, 1978

E S Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

Olson Electric Company, Inc. was the low bidder on two projects -- Beaverton Highway (Connection No. 1) at Hayden Island Drive and Hermiston Highway at S. W. Highland Avenue -- at the July 27 bid letting.

The regular procedure of mailing documents by the Commission's Secretary was followed.

On Friday, September 8, Cecil Head called to my attention that the signed contracts had not been returned for either project. I called Olson Electric several times that day and was not successful in contacting either of the owners.

About 4:45 on Friday, September 8, a George Hansen (attorney representing Olson Electric) called to advise me that they were having some difficulty in obtaining a performance bond. This, he said, could be cleared up on Monday (September 11). I asked him to call Monday and advise me if, in fact, the matter was being cleared up.

Joe Olson called on Monday, September 11 and said the performance bond was being issued and promised they would deliver the signed documents to me Tuesday morning (September 12). Tuesday afternoon, Joe Olson called and said they were just in the process of getting the signed documents and promised they would be delivered Wednesday morning (September 13). As of this time (11 a.m.) they have not arrived.

ESH:ja

cc Cecil Head
    Jack Sollis

81-125-1387

8792.

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-30	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-28-78	ate Oregon County Umatilla Project No. HHS-76(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 207 @ Highland Ave. (Hermiston)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$43,813.00	$39,431.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
X By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, August 18, 1978

Federal Aid Project
No. HHS-76(1)

HERMISTON HWY. AT S.W. HIGHLAND AVE.
HERMISTON HIGHWAY
UMATILLA COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code Y031
Traffic Signals (Hermiston Hwy. at S.W. Highland Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 325.00
Temporary Signs	110 Sq.Ft.	3.95	434.50
Flagmen	40 Hour	19.90	796.00
Traffic Signal Installation Complete	All Required		32,016.00
			$33,571.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
	Subtotal	$34,771.50
	Engineering	4,291.50
	Engineering (Signal Controller Testing)	750.00
	TOTAL	$39,813.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000	$ 3,600	$ 400
Traffic Signal	39,813	35,831	3,982
TOTAL	$43,813	$ 39,431	$4,382

Group 1	100%
Contract No.	8792
Prefix	130-1945
Prefix	130-1057

8792

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson
L. E. George
SAIF
Fran

August 3, 1978

Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98661

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for traffic signal installation on the Hermiston Highway at S.W. Highland Avenue in Hermiston, Umatilla County, for the sum of $33,571.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8792.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

9792

8

May 8, 1978

City of Hermiston
City Hall
Hermiston, OR 97838

MISC. CONTRACTS and
AGREEMENTS No. 6551

Attention: Robert D. Irby
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Hermiston Highway at S.W. Highland Avenue in Umatilla County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree.)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINIST

LETTER OF APPROVAL AND/OR AUTHORIZATION

	PROGRAM NO.	FEDERAL AID PROJECT NO. HH 6(1)
		STATE PROJECT NO. See Below
Green, Division Administrator Oregon	ITEM NO. 80023	COUNTY NAME Umatilla
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

Mr. K. B. Klaboe
Chief of OPerations, ODOT
State of Oregon
Salem, Oregon

APPROVED	DATE AUTHORIZATION EFFECTIVE 11-7-77	FEDERAL ROUTE NUMBER Primary 76 STATE ROUTE NUMBER Secondary 333

CATION:

iston Highway at Highland Avenue (Hermiston) Section"

SCRIPTION OF WORK:

minary Engineering

THORIZED TO PROCEED WITH THE WORK CHECKED BELOW

RELIMINARY ENGINEERING TO DETERMINE
OCATION ONLY
RLIMINARY ENGINEERING FOR SURVEY AND PLAN
REPARATION TEC NTE $3,000, Fed. Funds $2,700
THER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

equested in Mr. Swan's letter of 10-20-77, I concur that timesaving edures enumerated in FHPM 6-8-2.2 are applicable and also concur that s a non-major action as set forth in FHPM 7-7-2.

, as requested in Mr.SWan's 10-20-77 letter, you are authorized to eed with the work as shown above.

NOTED
F. B. KLABOE

-7-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8793 N. Main St.-Oreg/Wash Hwy 197
(Milton-Freewater) Sec FAS B588
(Grading & paving)

C+A 6194   9-19-77

8793

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 132055

FORM 81-734-1190

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-24-81	CC 81-23	

CREDIT DISTRIBUTION

321.00	949.12
530-1058-296-00-000	949.12
530-1058-297-00-000	(949.12)

UMATCTY

Umatilla Board of Commissioners
Courthouse
Pendleton, OR. 97801
Attn: Mr. Carlos VanElsberg, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: N. Main Street-Oregon/Washington Highway (Milton-Freewater) Section FAS-B588 This is an FAS-C Project #RS-B588(1)			
County Share of Project Costs			$18,659.12
Less County Advance Deposit			17,710.00
AMOUNT DUE			$ 949.12

.8793

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-4-81	CC 81-23		530-1058-297

BILL TO: Code:

Umatilla Board of Commissioners
Courthouse
Pendleton, Oregon 97801
Attn: Mr. Carlos VanElsberg, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: N. Main Street-Oregon/Washington Highway-(Milton-Freewater) Section FAS-B588 This is an FAS-C Project #RS-B588(1)			
County Share of Project Costs			$18,659.12
Less County Advance Deposit			17,710.00
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount $17,710.00
Advance Deposit Previously Transferred to Highway Fund $14,400.00
Balance .... $ 3,310.00
Transfer to Highway Fund .... $ 3,310.00
Refund Due .... $ - - -
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1997

Amount Due . . . . . . $ 949.12

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 4, 1981

COUNTY UMATILLA **Contract No.** ~~8693~~ 8793 **Date Completed** 4-20-79

PROJECT # RS-B588(1) **Section** N. Main St.-Oregon/Washington Hwy.(Milton-Freewater)

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$225,689.53
CFO - Adjust Water Main		1,408.44
Engineering		28,022.51
Liquidated Damages		- 1,200.00
Audit		12.74
		$253,933.22
Payments to Contractor	(Non Participation)	$ 610.35
Construction Engineering		39.02
		$ 649.37

Total Cost of Project	$254,582.59
Federal Funds Collected	$217,874.70

County Share of Cost is as follows:

1/2 ($253,933.22 - $217,874.70 + $39.02) + $610.35 = $18,659.12

County Share of Project Costs	$18,659.12
County Advance Deposit	17,710.00
AMOUNT DUE STATE	$ 949.12

Reference: **Billing Form** CC 81-23

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	N. Main St.-Oregon/Wash. Hwy. (Milton Freewater County Road in Umatilla County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 14,113.80	State
	Construction					
	Type Code 6201 (Roadway (Sta. 37+13.5 To Sta. 58+80)(Sta. 59+20 To Sta. 61+99.49)					
	Final Contract Payment Summary	Lump	Sum		$225,689.53	
	CFO #1 Adjust Water Main City of Milton Freewater	All	Required		1,408.44	
	Total Construction Cost				$227,097.97	
	Construction Engineering					
	State	All	Required		$ 28,022.51	
	Liquidated Damages	Lump	Sum		(1,200.00)	
	Total Participating Construction Engineering				$ 26,822.51	
	Misc. Project Costs					
	Audit by Highway Accounting	All	Required		$ 12.74	
	Total Participating Costs				$268,047.02 14	
	Nonparticipating Items					
	Construction Engineering	All	Required		$ 39.02	
	Final Contract Payment Summary	Lump	Sum		452.25	
	Interest Paid to Contractor	All	Required		158.10	
	Total Nonparticipating Costs				$ 649.37	
	Total Costs				$268,696.39	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/28/81.					
					268,696.39 14,113.80 254,582.59	
	AMOUNT CARRIED FORWARD					

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-8688(1)

VOUCHER PERIOD From: 7-18-77 To: 8-27-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$268,696.30	$268,047.02	85.8%	$229,984.34	$229,984.34	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		3-18-81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Steeg, Controller	

(85.8)(14,113.80) = 12,109.64

229,984.34
12 109.64
217,874.70

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                   TOT      P1                                              172.17
                                                   TOT      P2
                                                   TOT      N1                                               47.18
                                                ** JOB TOTALS **                            **              219.35

    N MAIN ST-OR/WASH HWY          CONT NO 8793 * FA PROJ NOS RS  588001 100
                                        530    1058       201      00 P 1
                                        530    1058       201      00 N 1
                                        530    1058       203      00 P 1




TOTAL TO DATE JOB COST SUMMARY                                                               APRIL 1981
                                                                                                 FISCAL
DESCRIPTION OF JOB OR DEPARTMENT           PREFIX         FUNCTION    GR  CURRENT MONTH      YEAR TO DATE
                                        530    1058       206      00 N 1
                                        530    1058       285      01 P 1
                                        530    1058       296      00 N 9                                797.70CR
                                        530    1058       297      00 N 9
                                        530    1058       298      00 N 9                                797.70
                                        530    1058       900      00 P 1                                  3.11
                                        530    1058       900      00 N 1
                                        530    1058       915      00 P 1
                                        530    1058       920      00 P 1
                                        530    1058       950      00 P 1
                                                   TOT      P1                                             3.11
                                                   TOT      N1
                                                ** JOB TOTALS **                            **             3.11

    UPRR XING-AIRPORT RD           CONT NO         FA PROJ NOS RRS 618002 100
                                        531    1002       205      01 P 1      1,895.09CR           4,851.53CR
                                        531    1002       270      01 P 1     18,950.94            48,515.29
                                        531    1002       296      00 N 9      1,806.23CR          31,757.62CR
                                        531    1002       298      00 N 9      1,806.23            31,757.62
                                        531    1002       900      00 P 1      3,293.43            10,091.04
                                        531    1002       900      00 N 1          2.99               146.42
                                        531    1002       900      02 P 1                               1.11
                                        531    1002       900      02 N 1                              34.25
                                        531    1002       920      00 P 1                              14.94
                                        531    1002       948      00 P 1          6.17                18.69
                                        531    1002       950      00 P 1                             163.56
                                                   TOT      P1                20,355.45            53,953.10
                                                   TOT      N1                     2.99               180.67
                                                ** JOB TOTALS **              20,358.44   **       54,133.77

    WILLOW CR(GLENN ROAD) BR       CONT NO 9094   FA PROJ NOS RS  611002 100
                                        531    1004       201      00 P 1                          71,265.83
                                        531    1004       204      00 P 1                           2,815.78
                                        531    1004       296      00 N 9                          69,412.64CR
                                        531    1004       297      00 N 9
```

```
                 TOT       P1                                          172.17              58,767.64
                 TOT       P2                                                             125,118.28
                 TOT       N1                                           47.18                 999.72
              ** JOB TOTALS **                         **              219.35    **       184,885.64   **

     CONT NO 8793 * FA PROJ NOS RS  588001 100                                                          STATE
         530     1058      201       00 P 1                                               225,689.53     78      79
         530     1058      201       00 N 1                                                   452.25     79      79
         530     1058      203       00 P 1                                                 1,200.00CR   79      79
```

```
RY                                                                APRIL 1981          PAGE  306

                                                                     FISCAL             GRAND TOTAL      ACTIVE YRS
MENT           PREFIX          FUNCTION    GR  CURRENT MONTH     YEAR TO DATE            TO DATE         BEG    END
         530     1058      206       00 N 1                                                   158.10     79      79
         530     1058      285       01 P 1                                                 1,408.44     79      79
         530     1058      296       00 N 9                          797.70CR             232,274.70CR   78      81
         530     1058      297       00 N 9                                                14,400.00     79      79
         530     1058      298       00 N 9                          797.70               217,874.70     78      81
         530     1058      900       00 P 1                            3.11                27,972.91     78      81
         530     1058      900       00 N 1                                                    39.02     78      79
         530     1058      915       00 P 1                                                    12.74     79      79
         530     1058      920       00 P 1                                                    13.43     78      78
         530     1058      950       00 P 1                                                    36.17     79      79
                           TOT       P1                                3.11               253,933.22
                           TOT       N1                                                       649.37
                        ** JOB TOTALS **                       **      3.11      **       254,582.59   **

     CONT NO          FA PROJ NOS RRS 618002 100                                                       STATE
         531     1002      205       01 P 1      1,895.09CR        4,851.53CR             4,851.53CR   81      81
         531     1002      270       01 P 1     18,950.94         48,515.29              48,515.29     81      81
         531     1002      296       00 N 9      1,806.23CR       31,757.62CR            31,757.62CR   80      81
         531     1002      298       00 N 9      1,806.23         31,757.62              31,757.62     80      81
         531     1002      900       00 P 1      3,293.43         10,091.04              10,184.69     80      81
         531     1002      900       00 N 1          2.99            146.42                 146.42     80      81
         531     1002      900       02 P 1                            1.11                   1.11     81      81
         531     1002      900       02 N 1                           34.25                  34.25     81      81
         531     1002      920       00 P 1                           14.94                  14.94     80      80
         531     1002      948       00 P 1          6.17             18.69                  18.69     81      81
         531     1002      950       00 P 1                          163.56                 163.56     81      81
                           TOT       P1         20,356.45         53,953.10              54,046.75
                           TOT       N1              2.99            180.67                 180.67
                        ** JOB TOTALS **        20,358.44   **    54,133.77    **        54,227.42   **

     CONT NO 9094   FA PROJ NOS RS  611002 100                                                          STATE
         531     1004      201       00 P 1                        71,265.83             127,581.33     80      81
         531     1004      204       00 P 1                         2,815.78                            80      81
         531     1004      296       00 N 9                        69,412.64CR           129,222.43CR   80      81
         531     1004      297       00 N 9                                                 6,210.00     80      80
```

#8793

9-27-80 STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B588(1)	Umatilla	Oregon 8793

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done under this contract, besides additional and incidental, involved construction of roadbed widening, aggregate base, and asphalt concrete pavement, and also construction of P.C.C. curbs, walks, driveways, retaining walls and box culvert extensions. Work was performed on N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Section of FAS B588 (N.E. 8th Ave.) in Milton-Freewater, and completed on April 20, 1979.

RECEIVED STATE HWY ENGR AUG 25 '80 REFER TO FOR File Act Sign D/B R/D Inves

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Baldwin & Sutherland Inc.	$ 216,511.05

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

The railroad sign has been relocated outside the sidewalk ramp area.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ________ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.463	varies		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	April 25, 1979

12. IN COMPANY WITH

R. Ferguson, Resident Engineer, OSHD; R. Hector, Region 5, Construction Engineer OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G K. Hossner Glenn K. Hossner	
14. TITLE Area Engineer	15. DATE 8/27/80	17. TITLE Field Operations Engineer	18. DATE 8/27/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

September 14, 1979

Mr. Jerry Stalder
Baldwin & Sutherland
331 Woodland
Walla Walla, WA 99362

Dear Mr. Stalder:

N. Main St.-Ore./WA Hwy.
(Milton-Freewater)
Contract No. 8793

I am advised that the final voucher concerning this project was mailed to you on August 24. When the signed contractor's certificate is received by us, final payment will be made with accumulated interest.

A review of the project records indicates that although the field work was completed on or about April 20, certification for the concrete pipe was not furnished until late June, nor asphalt invoices until July 2.

I do apologize for the length of time it has taken since July to process the final estimate. Our field engineering crew in Pendleton has had a heavy workload demand and just could not complete their work earlier.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc C. T. Keasey
W. E. Schwartz
W. C. Ferguson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8793

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 30, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Late Payment Complaint
N. Main St.-Ore./Wash. Hwy.
(Milton-Freewater)
Contract No. 8793

TO: L. W. Rulien
Executive Assistant

The field work on this project was completed April 20, 1979, which was the "Second Notice" date. The final estimate voucher was mailed to the contractor August 24, 1979 and final payment will probably be made about September 2, 1979. The contractor's statement that "final payment will be 150 days after completion" is very close to being correct if "completion" is taken as the completion of the contract field work. However, actual project completion is the date on which the contractor completes all his obligations under the contract, which includes the submission of all supporting documents. In this particular case, the contractor was tardy in the submission of documentation required for two items. Certification for concrete pipe was received in late June, and liquid asphalt invoices were received on July 2. Therefore, the contractor did not actually complete the contract until July 2, some 73 calendar days after completion of the field work.

The contract allows the State 30 calendar days after project completion to make final payment to the contractor after which time interest at the rate of one percent per month will be paid the contractor on monies due. Final payment on this project should have been made on or before August 2. Due to the heavy workload on our crews in Pendleton area, final payment on this project will be delayed until approximately September 2, approximately 32 days beyond the time allowed in the contract. The contractor will be paid 32 days, or approximately $158.00, interest due to this late payment.

In summary, final payment on this project will lag completion of field contract work by approximately 135 calendar days. Late submissions by the contractor account for a 73 day delay. Of the remaining 62 days, 30 days can be considered as "normal" in processing and making final payment and are provided by the contract. The remaining 32 days are due to the State's slow processing of the final project data. Fortunately this is not a regular occurrence and we attempt to keep interest payments to a minimum. However, the present construction program and our current limited field engineering manpower could result in isolated cases of late final payment to contractors.

A rough draft response to the contractor is enclosed.

RECEIVED
STATE HWY ENGR
AUG 31 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OBJ:fr
Att.
cc: W. E. Schwartz
W. C. Ferguson

Sent OK
R

331 WOODLAND
WALLA WALLA, WASH.
99362

BALDWIN & SUTHERLAND
INCORPORATED
ASPHALT PAVING CONTRACTORS
GRADING - OILING - ASPHALT PAVING - EXCAVATING

525-6487

20 August 1979

State of Oregon
Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attn: H.S. Coulter, State Highway Engineer

Re: Contract No. 8793
N.E. 8th; Milton-Freewater, Oregon

Gentlemen:

Back in May, we elected not to presue the defense of a $1,200.00 liquid damage assessment on the above captioned project. We felt that prompt payment was more important than the dollars involved in the penalty.

Please be advised that anyone who set foot on the project or was in this part of the country knew that paving was impossible due to weather and that the "clock" was started because the City of Milton-Freewater was pressuring the State to do so.

After giving up on the claim, we now find that final payment will be 150 days after completion.

How can your department justify this method of contract administration?

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Jerry Stalder
Operations Manager

JS/onj

8-23 cy

CTK— Sounds like this fellow seriously feels put upon— what's the deal ?,
Tom

RECEIVED
STATE HWY ENGR
AUG 21 '79
REFER TO
Casey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8773

August 28, 1979

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8793 awarded to Baldwin & Sutherland, Inc., for work on the N. Main Street-Oregon/Washington Highway Section of FAS B588 (N.E. 8th Avenue) in Milton-Freewater, Umatilla County, was completed on April 20, 1979, and accepted by the State Highway Engineer on August 23, 1979.

Final payment in the amount of $11,247.09 will be released to the contractor after September 4, 1979. The total contract amount is $224,941.78 and no work was performed under force account.

No claims for labor or material have bee filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, WA 99362

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

#8793

June 26, 1979

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

Time Extension Request
N. Main St.-Oregon/Washington Hwy.
Contract No. 8793
FA.RS-B588(1)

Your request for a 12 calendar day extension of contract time on the above project has been reviewed and is denied. Our evaluation indicates that the project was not delayed by reason of the added drainage pipe work or by reason of the late delivery of pipe handrail materials resulting from the Teamster's strike.

A review of the climatological data submitted does not indicate "reasonably unpredictable" weather conditions existed in March and April of 1979.

If you have further questions in this matter, please feel free to contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:lt jh
bc: Federal Highway Administration
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N. Main St.-Oregon/Washington Hwy.
Contract No. 8793

TO: H. S. Coulter
State Highway Engineer

A request for a 12-day time extension on this project has been submitted by the contractor. His request is based on extra work (culvert pipe), 4 days; unseasonable weather, 3 days; and late delivery of bridge pipe handrail due to a Teamsters strike, 5 days.

The extra work and the Teamsters strike did not result in delays to the project, and hence no additional time is recommended for these reasons.

The contractor's claim of "reasonably unpredictable" weather is not borne out in the March and April, 1979 records of the National Weather Service for Walla Walla, Washington. These records indicate a rather normal temperature and precipitation distribution. Weather conditions do not appear to justify additional time.

It is therefore concluded that the contractor's request for additional time should be denied.

This is a Federal-aid project and FHWA concurrence is not required. A rough draft response to the contractor is enclosed.

OBJ:lt
Enc.
cc: W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENGR
JUN 25 '79
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

B—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 31 May, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 112 days, within which to complete our Contract No. 8793, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter.

Respectfully submitted,

BALDWIN & SUTHERLAND, Inc.
Contractor

By Norman Baldwin President

CONSENT OF SURETY

Date 5-31, 1979

We, American Insurance Co, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Iris Giordano
Attorney-in-fact

(SEAL)

W A Lloyd
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8793 Contractor Baldwin and Sutherland, Inc.

Highway FAS B588 (NE 8th Ave.)

Section N. Main St.-Ore/Wash Highway (Milton-Freewater)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** [redacted]. The reasons for such recommendation are as follows:

Recommended for Approval:

~~Division Engineer~~
Region Construction Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8793
Project designation (State-Federal)	Federal
Date awarded	August 14, 1978
Work started	Feb. 26, 1979
Per cent completed	100 — Date May 23, 1979
No. of Workdays Allowed	100
No. of Workdays Used	112
No. of Added Workdays Requested	0

State Printing 37939

31 May 1979

Resident Engineer
Oregon State Highway Dept.
P.O. Box 459
Pendleton, Oregon 97801

Re: Contract No. 8793
Request for Additional Time
Attachment to Contractors Request

Gentlemen:

As per our previous correspondence and conversations we ask for extention of time on the above referenced project for the following reasons.

1. Subcontractor W.J. Shockman & Son was given a change order for asphalt treated pipe on 14 March, 1979, at which time it was ordered from their supplier, Kaiser Aluminum. The pipe, being a specialty item had to be made for the change order. The arrival of the pipe on the job was 1 April, 1979. This delay caused both the change order and paving schedule to be set back. Delay days asked: 4

2. Unseasonable weather conditions (cold & Rain) caused delay of the paving schedule. Please see attached weather sheets provided by the U.S. Weather Bureau, Walla Walla office.
Delay days asked: 3

3. Arrival of pipe handrail parts for the bridge by our subcontractor Opp & Seibold Construction also set the schedule back. This delay was directly due to a Teamsters truck strike and happened near the end of the project. The pipe handrail was ordered by Opp & Seibold Construction on 1 March, 1979; shipped on 8 March, 1979; subsequently picked up by Garrett Freight Lines, Inc. near the end of the month. At this time Garrett employees went out on strike for two weeks. The strike ended on 12 April, 1979. Garrett delivered the parts on 17 April, 1979 and it was installed by the 19th of April. The project was completed on 20 April, 1979.
Delay days asked: 5
Total delay days: 12

Thank you for your consideration of this request.

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Norman Baldwin
President

8793

Contract 8793

8

LOW COST UTILITIES
MILTON-FREEWATER
WATER-SEWER-ELECTRICITY
Since 1889

CITY OF
MILTON-FREEWATER
P.O. Box 108 · Milton-Freewater, Ore. 97862 · Phone 503-938-5531

Office Of
City Manager

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA ☐
JUN 1979
RECEIVED
DIVISION OFFICE

June 7, 1979

RECEIVED
JUN 12 1979
CONSTRUCTION BRANCH
Jackmond
Hopkins
Williams
Johnsen
Glenn
Berg
Inloes
Widmer
Gebauer
Church

State of Oregon
Department of Transportation
Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attention: Mr. Pat Schwartz, District Engineer

Re: Umatilla County's F.A.S. B588 - N.E. 8th Avenue, Milton-Freewater, Oregon.

Dear Sir:

Now that the above referenced project, N.E. 8th Avenue, in the City of Milton-Freewater, has been completed we have been asked to submit a letter of acceptance on the project. The City does indeed submit its acceptance of the project, with the comments and provisions noted below.

I would like to compliment the State and its engineers and inspectors on an extremely attractive and well designed project. We are enthused and appreciative of the finished product of this major street improvement in our city. This project adds a substantive link to our transportation grid in and through the city.

With regard to the extension of time requested by the contractor, we are not really in a position to recommend one way or another. We would like to note however that the City did receive numerous complaints during the winter months about the condition of various trench crossings while the project was under construction. It was our observation, and in fact this was indicated to the contractor, that proper diligence in proceeding with the project and maintaining the project while under construction was not adequate. Unfortunately this lack of diligence caused the city considerable consternation. In fact, we were finally forced to make repairs to the trench crossings with our own city crews and bill these costs to the contractor. We would also like to note that a number of these bills have not been paid, to date, by the contractor.

cy Const Section
Bill Filiquson

Contract Payments

XC: Cecil Head

NOTED
C. W. HEAD

We wish to thank you again for your efforts in helping to construct this project,

Sincerely,

Steve L. Loveland

Steve L. Loveland
City Manager

SLL:pb

Copy: Umatilla County Board of Commissioners

8793

8

No. 32

FORM 81-734-30

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION N.Main St./Ore.-Wash. Hwy.	WEEK ENDING April 28, 1979	SECTION PREFIX 530-1058
HIGHWAY FAS B588 (N.E. 8th Ave.)	COUNTY Umatill	
NAME OF JOB NE 8th Ave. (Milton-Freewater)	KIND OF WORK Grading & Paving	
CONTRACTOR Baldwin & Sutherland	CONTRACT NUMBER 8793	FEDERAL AID PROJECT NUMBER RS-B588 (1)
DATE OF CONTRACT August 14, 1978	DATE WORK STARTED Sept. 18,1978	ESTIMATED COMPLETION DATE April 20, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN / SUPERVISION:	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 112
PROJECT AUTHORIZATION: $ 253,004.04	SPECIFIED COMPLETION DATE Dec. 2, 1978	PERCENT OF TIME ELAPSED 112%
EXCLUSIVE OF ENGINEERING: $ 232,942.05	ENGINEERING AUTHORIZATION $ 20,061.99	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 232,942.05	ENGINEERING COST TO DATE $ 20,796.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: April 20, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	0.50			0.50
MILES PARTIALLY COMPLETED	0.50	0.50			0.50
MILES COMPLETED	0.50	0.50			2,120 Ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,590 CY	2,220 Ton			2,328 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,200 CY	2,542 Ton			2,328 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,200 CY	2,542 Ton			0
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23		0		
TUESDAY 24		0		
WEDNESDAY 25		0		
THURSDAY 26		0		
FRIDAY 27		0		
SATURDAY 28		0		

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH
Keasey K — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No Activity
MONDAY 23	Clean up work
TUESDAY 24	Clean up work
WEDNESDAY 25	Clean up work
THURSDAY 26	Clean up work
FRIDAY 27	Clean up work
SATURDAY 28	No Activity

REMARKS

Contractor on project cleaning up.

SIGNED ______________ LOCATION Pendleton
W. C. Ferguson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

January 3, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Main Adjustment
City of Milton-Freewater
N. Main St.-Ore./Wash. Highway
(Milton-Freewater) Section
FAS B588 (N. E. 8th Ave.) Hwy.
Umatilla County
Project No. RS-B588(1)

Dear Mr. Green:

Here is a copy of a billing of cost to adjust the City of Milton-Freewater's 12-inch water main dated December 15, 1978.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing submitted herewith and our letter authorizing payment for the work. Mr. Gerlach's letter of explanation is attached.

An appropriate permit for the utility's relocation will not be issued, as the main occupies city right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of federal participation in the actual cost of relocation under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,372.38.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/seb
Enclosures
cc: E. S. Hunter ✓
Jack M. Cartwright
Harlin Gerlach

8793 J

ROBERT W. STRAUB
[illegible]

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1978

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8793 for work on North Main Street-Oregon-Washington Highway (Milton-Freewater) Section of N. E. 8th Avenue, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
Enclosure

cc The American Insurance Company
121 S. W. Salmon Street
Suite 900
Portland, OR 97204

C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
Wm. C. Ferguson
Jim Kinns

331 WOODLAND
WALLA WALLA, WASH.
99362

BALDWIN & SUTHERLAND
INCORPORATED
ASPHALT PAVING CONTRACTORS
GRADING · OILING · ASPHALT PAVING · EXCAVATING

525-6487

6 September 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon

Re: Contract No. 8793
Contract: Power of Attorney
Serial Letter No. 1

Gentlemen:

Please find enclosed the two contracts for the above mentioned project that were returned.

Our insurance agent; Lloyd's Inc. of Walla Walla have by this time filled out the necessary forms and have sent them to your insurance division.

Thank you for your time and consideration of this matter.

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Pat Gillette

Pat Gillette
Office Manager

enc. contracts (2)

NOTED
C. W. HEAD

PG/onj

RECEIVED
SEP 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8193

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-22		State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER 1	8-28-78	Project Number RS-B588(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19 , 1978 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,000	$ 267,504
Federal funds	$ 10,296	$ 229,518
Other revisions		

This modification is made for the following reasons: Additional cost of preliminary engineering and the letting of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. RS-B588(1)

N. MAIN ST. - OREGON/WASH. HWY. (MILTON FREEWATER)
COUNTY ROAD IN UMATILLA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 14,500.00

Type Code 6201
Roadway (Sta. 37+13.5 to Sta. 58+80) (Sta. 59+20 to Sta. 61+99.49)

Mobilization	All	Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	250	Sq.Ft.	8.00	2,000.00
Temporary Barricades	2	Each	150.00	300.00
Traffic Barrier, Reflectorized	75	Lin.Ft.	10.00	750.00
Temporary Guard Rail, Type 1 Reflectorized	50	Lin.Ft.	14.00	700.00
Flagmen	240	Hour	19.00	4,560.00
Clearing and Grubbing	All	Required		7,500.00
Removal of Structures and Obstructions	All	Required		8,425.00
General Excavation	1,590	Cu.Yd.	4.00	6,360.00
Trench Excavation	220	Cu.Yd.	16.70	3,674.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Watering	50	M-Gal.	20.00	1,000.00
Aggregate Base	2,220	Ton	7.50	16,650.00
Class "B" Asphalt Concrete Mixture	2,120	Ton	17.70	37,524.00
Asphalt Cement in Mixture	140	Ton	90.52	12,672.80
Concrete in Walls	30	Cu.Yd.	245.00	7,350.00
Concrete in Box Culvert	34	Cu.Yd.	298.00	10,132.00
Reinforcement in Walls	2,200	Lb.	0.50	1,100.00
Reinforcement in Box Culvert	4,900	Lb.	0.60	2,940.00
Pipe Handrail	100	Lin.Ft.	20.00	2,000.00
12-inch Culvert Pipe	166	Lin.Ft.	9.50	1,577.00
18-inch Culvert Pipe	20	Lin.Ft.	12.75	255.00
12-inch Siphon Pipe	76	Lin.Ft.	12.50	950.00
12-inch Sewer Pipe	145	Lin.Ft.	12.50	1,812.50
Extra for Pipe Under Pavement	75	Lin.Ft.	9.93	744.75

Concrete Inlets, Type CG-1	13 Each	1,088.00	14,144.00
Concrete Siphon Boxes	2 Each	1,000.00	2,000.00
Guard Rail, Type 2A	25 Lin.Ft.	28.00	700.00
Guard Rail, Type 3	25 Lin.Ft.	41.00	1,025.00
Guard Rail Anchors, Type 1	1 Each	295.00	295.00
Rail End Pieces, Type C	1 Each	150.00	150.00
Concrete Walks	900 Sq.Yd.	11.70	10,530.00
Concrete Driveways	400 Sq.Yd.	16.65	6,660.00
Concrete Curbs	255 Cu.Yd.	80.00	20,400.00
Extra for Asphalt Approaches	12 Each	200.00	2,400.00
Adjusting Manholes	9 Each	150.00	1,350.00
Adjusting Boxes	11 Each	80.00	880.00
			$216,511.05

Anticipated Items

Permanent Pavement Striping (C.F.)	All Requried	$ 900.00
Temporary Erosion Control (E.W.)	All Required	500.00
Construct Pipe Handrail on Existing Walls (E.W.)	All Required	2,000.00
Reconstruct Irrigation Line	All Required	3,000.00
		$ 6,400.00
	Subtotal	$222,911.05
	Engineering	30,092.95
	TOTAL	$253,004.00

Length of Roadway - - - - - - - - - - - - 0.463 mi.
Cost of Roadway Per Mile - - - - - - - - $546,444.92

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 14,500	$ 12,441	$ 2,059	$
Roadway	253,004	217,077	17,963	17,964
TOTAL	$267,504	$229,518	$20,022	$17,964

Group 1 100%

Contract No.

Prefix 530-1939

Prefix 530-1058

FILE COPY

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-152	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-19-78	te OREGON County UMATILLA Project No. RS-B588(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N.E. 8th Ave. (Milton-Freewater)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-18-77	0.48
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,000	$ 10,296

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Ed Tehunta
Technical Services Manager
(Title)
By
~~State Highway Engineer~~
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 11, 1978

FEDERAL AID PROJECT
No. RS-B588(1)

Main St.-Oregon/Washington Hwy. (Milton-Freewater) Section
County Road in Umatilla County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$12,000.00
	TOTAL	$12,000.00

Length of Project . . . . 0.48 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 12,000.00	$ 10,296.00	$ 1,704.00	$ -
Retain in Program Grade & Pave (Contract)	198,000.00	169,884.00	14,058.00	14,058.00
TOTAL	$210,000.00	$180,180.00	$15,762.00	$14,058.00

Group 1 - 100%

Prefix 530-1939 P.E.

8793

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson
SAIF
Fran

August 14, 1978

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, WA 99362

Gentlemen:

The Oregon Transportation Commission on August 2, 1978, accepted your proposal for work on the North Main Street-Oregon/Washington Highway Section of N.E. 8th Avenue in Milton-Freewater, Umatilla County, for the sum of $216,511.05 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Milton Freewater and when the sum of $17,710 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8793.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 25, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8793

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

August 11, 1978

Local Government Center
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. Bob Prange

Dear Bob:

Enclosed is a Warrant from the City of Milton-Freewater for the local share of Umatilla County's F.A.S. B588 (S. E. 8th Street) Project. Would you please process this for me?

Call me if there should be any questions.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

Enclosure

CC: Mr. Steve Loveland
Mr. Roger Lang

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☑
LGE ☐ FAE ☐ OPE ☐
AUG 14 1978
File: PM FA
LG OP
TAA ____

8773

PROJECT MANAGEMENT OFFICE MEMO

Date 8-8-78

Subject N Main St - Ore/Wash Hwy (Milton-Freewater) File No.

Received (call) ~~(visit)~~ from Carlos Van Ellsberg

Address

Made (call) (visit) to

Phone 276-2962

Reason for contact and general discussion:

Actually a City project using County FAS-C funds. City to put up match. Told him funds didn't need to go through County but to send a co letter of explanation. We might eventually make refund to Co by mistake (?) He promised to straighten that out (pass funds onto City) if it happens. Also wanted to use City Warrant. Dick Hacek & Jim Kenins were out. Fred (Ext 5034) in Jims office approved

Signature G Wamer

File ( ) ( ) ( ) ( ) ( ) ( ) (R)
Circulate: PME LGE OPE FAE CCE OM Other Prange Reynoldson (R) A N M

July 28, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Attn: Mr. Carlos Van Elsberg
Div. of Public Works

Gentlemen:

On July 27, 1978, the lowest of 2 bidders on the N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Section, FAS 8588, was Baldwin and Sutherland Inc., 331 Woodland, Walla Walla, Washington 99362, which bid is approximately 19% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the county does decide to proceed with the project the following advance deposit is required:

Bid Items	$216,507.05
Pavement Striping	900.00
Erosion Control	500.00
Handrail	2,000.00
Irrigation Line	3,000.00
4½% Contingencies	10,030.82
9% Engineering	20,061.63
Est. total cost of construction	$252,999.50

The advance deposit will be
7% of $252,999.50 = $17,709.97 rounded $17,710.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

8/14/78
Rec'd
Virgil
thru
told
Rogan

Please make your check in the amount of $17,710.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc
cc: Steve L. Loveland
City Manager
Milton-Freewater, OR

bc w/AD#475: Vern Skoog - Please return completed AD#475 when check is received.
Region 5 Federal Aid Engineer Roger Lang

8793

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 28, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 27 on the following projects:

1. Old Portland Rd-S 6th St (St Helens)
   FAP No FAU 6260
   Columbia County

   Grading and paving

   24-foot roadway with 4-foot shoulders.
   This section part of a truck route.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Pigeon Pt Rd-S Slough Br Bikeway
   Cape Arago Hwy
   Coos County

   Bikeway project

   An 8-foot Class I and II bikeway to be constructed on this contract.

3. Brookings (Wharf St)
   City Street
   Curry County

   Grading and paving

   Five-foot sidewalks with curb cuts to be constructed

   Same as No. 1

4. Hooskanaden Slide
Oregon Coast Highway
Curry County

Grading and paving

Slide correction. Four-foot shoulders on climbing lane and 8-foot shoulders on descending lane. Project will be striped as part of the Oregon Coast Bikeway.

5. Little Deschutes River (Montgomery) Bridge
FAS B345
Deschutes County

Bridge repair

32-foot roadway on structure

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Cedar St-Oak St (Oakland)
Sixth Street
Douglas County

Grading and paving

Street utilizes a 36-foot roadway

Same as No. 5

7. Cow Creek Safety Rest Area
Pacific Highway
Douglas County

Sewer construction

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. North Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

Grading and macadam

24-foot roadway with 4- to 8-foot shoulders

Same as No. 1

9. Silvies River (Standcliffe) Bridge
County Road No. 616
Harney County

Structure

27-foot, 6-inch roadway on structure. Roadwork incidental to structure

Same as No. 5

10. Tumble Creek-Rimrock Creek
Mt Hood Highway
Hood River County

Grading

Flood damage repair

Same as No. 7

11. Cape Creek Tunnel
Oregon Coast Highway
Lane County

Illumination of this tunnel being done for the safety of bicyclists riding the Oregon Coast Bike Route

12. Dexter State Park
Lane County

Park improvement

Same as No. 7

13. Jordan Creek Bridge
Jaca Road
Malheur County

Structure

27-foot, 6-inch roadway on structure with 28-foot aggregate approaches

Same as No. 1

14. Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

Paving

Variable width lanes with 4-foot shoulders

Same as No. 1

15. Willow Creek (Morgan St) Bridge (Heppner)
FAP No 05-2501(1)
Morrow County

Structure

11-foot lanes and 3-foot shoulders available on structure and approaches

Same as No. 1

16. N Marine Drive-New Era
Pacific Highway East
Multnomah and Clackamas Counties

Miscellaneous highway appurtenances

Same as No. 7

17. Pacific Hwy (Conn. #1) at Hayden Island Drive
Pacific Highway
Multnomah County

Traffic signals

Curb cuts to be installed on this project

Same as No. 7

18. Hermiston Hwy at SW Highland Ave (Hermiston)
FAP No HHS-76(1)
Umatilla County

Traffic signals

Same as No. 7

19. N Main St-Oregon/Washington Hwy (Milton-Freewater)
NE 8th Street
Umatilla County

Grading and paving

5.5-foot sidewalks with curb cuts to be constructed on this project

Same as No. 1

20. Five Points Creek Bridge
Hilgard Road
Union County

Structure

27.5-foot roadway on structure

Same as No. 5

21. UPRR O'Xing (La Grande)
FAU Route 4645
Union County

Grading, paving and structure

5-foot sidewalk to be constructed on west side of structure and approaches

Same as No. 1

22. Millican Creek (Lafayette)
Pacific Highway West
Yamhill County

2.4 m - 3.0 m shoulders incorporated in this project

Same as No. 1

RS:mc

cc Robert Burco
F. B. Klaboe
D. G. Talbot
George Bell
L. E. George
E. S. Hunter
F. E. Terpin
Don Harwell

8793

U.S. DEPARTMENT OF TRANSPORTATION [illegible]EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDE[illegible]ID PROJECT NO. [illegible]-B 588 (1)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.

ITEM NO. 70345

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE**	**FEDERAL ROUTE NUMBER**	Secondary B 588
7/5/78	7/5/78	**STATE ROUTE NUMBER**	County Road

GENERAL LOCATION:

"Main Street--Oregon/Washington Highway Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain High type paving.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids. Also, as requested in Mr. Swan's 6/30/78 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $198,000 Federal Funds $169,884 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE

Swan
7-14

DATE	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE**
7/5/78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3773

CASB588

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78

Donald L Wout

_____ Bid Letting _____ All Clear Deadline

SECTION N. Main St-Ore/Wash Hwy
Highway FAS B588
County Umatilla Co. Region 5
Type of Work G-D-Str.-Sign Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No significiant problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	Irrigation facilities only
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8793

Section N. Main St. - [illegible] Hwy (Milton Freewater) Program[illegible]g Estimate $ 210 000

Highway FAS B588 Rev. 6-27-78 Project Length 0.47 mile

County Umatilla Completion Time 100 cal. days

Kind of Work Grading & Paving (Nov. 15 1978)

Prefix 530-1939 FA Project No. RS - B588 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 181,763 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	900 -	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500 -	
State Furnished		
Install Water Meter		6400 $ ~~3400~~ -
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
Const Pipe Handrail on Exist. Walls	2000	
Reconstruct Irrigation Line	3,000	188 163 50 $ ~~185,163 50~~
Contingencies (4-1/2%)		8,467 36 ~~8,332 36~~
Engineering (9 %)		16,934 72 ~~16,664 72~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ ~~210,160 08~~ 213,565 58

APPROVED
J H [illegible]
Road Design Engineer

NOTED
D. O. Christensen

Handed to Roger Long 6/29/78

8793

ROBERT W. STRAUB

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

June 21, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1245
Pendleton, OR 97801

Dear Carlos:

RE: N. Main St.-Oregon/Washington Highway (N.E. 8th St., Milton-Freewater)
FAS 8588

Please disregard the construction estimate which I forwarded to you on June 12, 1978. Some items apparently were overlooked and the enclosed estimate properly reflects our estimated cost.

The anticipated cost does not try to identify the low bid amount, but is an attempt to be in line with the third bidder. The estimated cost of $210,160.58 is 10.6% above the reconnaissance estimate of $198,000.00.

Please let me know if you have any objection to this latest estimate.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosure

cc Steve Loveland, w/attach
Gerald Wimer
D. O. Christensen
W. C. Ferguson w/attach

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 27 1978
M
TAA ________ File: PM FA
LG OP

Rp

Form 81-734 3123

8793

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 21, 1978

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: N. Main St./Oregon Washington Hwy.
(N.E. 8th St., Milton-Freewater)
Sec. FAS B 588

TO: Gerald Wimer, Manager
Local Government Section Manager

SALEM

Enclosed is one set of plans, dated May 19, 1978, which have been approved by the Umatilla County Board of Commissioners.

Please note the stipulation on Page 5 concerning the construction of driveway approach right of station 61 + 16.

cc: Carlos Van Elsberg
Steve Loveland
D. O. Christenson
W. C. Ferguson

Enc.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 27 1978

File: PM FA
TAA LG OP

Section N. Main St. - Oregon/Washington Hwy (Milton Freewater) Programming Estimate $ 195000

Highway FAS B588 Project Length 0.47 mile

County Umatilla Completion Time 100 cal. days

Kind of Work Grading & Paving (Nov. 15 1978)

Prefix 530-1939 FA Project No. RS - B588 (1)

ROUTING SLIP	Date: 6/16/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number

ATTENTION: Roger Lang

FROM: H.R.

COMMENTS: Please inform the county of the increase

Form 731-0022 (1/76) SP*70504-734

TRUCTION AUTHORIZATION

'act Amount $ 181,763.50

900

500

$ 3400

Misc. Permit Fees

Const Pipe Handrail on Exist Walls 2,000

$ 185,163.50

Contingencies (4-1/2%) 8332.36

Engineering (9 %) 16664.72

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 210,160.58

APPROVED

Road Design Engineer

Section N. Main St. - Oregon/Washing. Line (Hwy Milton Freewater) Programming Estimate $ 195000

Highway FAS B588 Project Length 0.47 mile

County Umatilla Completion Time 100 cal. days

Kind of Work Grading & Paving (Nov. 15 1978)

Prefix 530-1939 FA Project No. RS - B588 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 181,763 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	900 -	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500 -	
State Furnished		
Install Water Meter		$ 3400 -
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
Const Pipe Handrail on Exist. Walls	2,000	
		$ 185,163 50
Contingencies (4-1/2%)		8332 36
Engineering (9 %)		16664 72
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 210,160 58

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date

Section N. Main St.-Oregon/Washington Hwy. (Milton-Freewater)
County Umatilla
Kind Of Work Grading and Paving
Length 0.47 mi
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (7%)		Lump Sum	All		11,900
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		4,000-
3	Temporary Signs		Sq. Ft.	250	6-	1,500
4	Temporary Barricades		Each	2	100-	200-
5	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	75	6-	450-
6	Temporary Guard Rail, Type 1 Reflectorized		Lin. Ft.	50	6-	300
7	Flagmen		Hour	240	19-	4,560
	ROADWORK					
8	Clearing And Grubbing		Lump Sum	All		2,000-
9	Removal Of Structures And Obstructions		Lump Sum	All		4,000-
10	General Excavation		Cu. Yd.	1,590	4-	6,360-
11	Trench Excavation		Cu. Yd.	220	10-	2,200
12	Finishing Roadbed And Slopes		Lump Sum	All		1,500
13	Watering		M-Gal.	50	10-	500-
14	Aggregate Base		Ton	2,220	7^{75}	17,205-
15	Class "B" Asphalt Concrete Mixture		Ton	2,120	14^{75}	31,270-
16	Asphalt Cement In Mixture		Ton	140	98-	13,720-
17	Concrete In Walls		Cu. Yd.	30	200-	6,000-
18	Concrete In Box Culvert		Cu. Yd.	34	200-	6,800

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section N. Main St. - Oregon/Washington Hwy (Milton-Freewater)

County Umatilla

Kind Of Work Grading And Paving

Length 0.47

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
9	Reinforcement In Walls		Lb.	2,200	0^{45}	990-
20	Reinforcement In Box Culvert		Lb.	4,900	0^{60}	2,940-
1	Pipe Handrail		Lin.Ft.	100	25-	2,500-
2	12-inch Culvert Pipe		Lin.Ft.	166	13-	2,158-
3	18-inch Culvert Pipe		Lin.Ft.	20	15-	300-
24	12-inch Siphon Pipe		Lin.Ft.	76	13^{00}	988-
25	12-inch Sewer Pipe		Lin.Ft.	145	10^{50}	$1,522^{50}$
6	Extra For Pipe Under Pavement		Lin.Ft.	75	10-	750-
27	Concrete Inlets, Type CG-1		Each	13	450	5,850
8	Concrete Siphon Boxes		Each	2	550	1,100
9	Guard Rail, Type 2A		Lin.Ft.	25	20-	500-
30	Guard Rail, Type 3		Lin.Ft.	25	30-	750-
1	Guard Rail Anchors, Type 1		Each	1	300-	300-
2	Rail End Pieces, Type C		Each	1	150-	150-
3	Concrete Walks		Sq.Yd.	900	12-	10,800
4	Concrete Driveways		Sq.Yd.	400	16-	6,400
5	Concrete Curbs		Cu.Yd.	255	110-	28,050-
6	Extra For Asphalt Approaches		Each	12	150-	1,800-
7	Adjusting Manholes		Each	9	150-	1,350-
8	Adjusting Boxes		Each	11	100-	1,100-
						$181,763^{50}$

8773

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

June 12, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

N. Main St.-Oregon/Washington Highway (N.E. 8th Ave., Milton-Freewater Section)
FAS B588

Enclosed is a copy of the latest available construction estimate for the N.E. 8th Avenue project in Milton-Freewater.

The estimate compares favorably with the reconnaissance estimate of $198,000 approved by the Transportation Commission in June of 1977. Please let me know if you have any objection to the estimate.

Also, we have not received the plans submitted to the County for approval as yet. Please forward these as soon as possible.

Our bid letting date of July 27, 1978 remains firm.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosure

cc Steve Loveland w/attach
Gerald Wimer
D. O. Christensen
W. C. Ferguson w/attach

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 14 1978
File: PM FA
LG OP
TAA HAL

8773 .6

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B588(1)
Project Name N. Main St. - Ore./Wash. Hwy Section
NE 8th Ave FAS B588 530

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 9th day of June, 1978

c.c. D.E. Swan
Roger Trygstadt
C.T. Keasey

County of Umatilla

Forrest K. Smith
County Judge/Chairman

Commissioner

Barbara Lynd
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date June 12, 1978

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8793

Section N. Main St - [illegible] Programming Estimate $

Highway FAS 1558 Project Length 0.47 mile

County Umatilla Completion Time 100 cal. days

(Nov 15 1978)

Kind of Work Grading & Paving

Prefix 530-1459 FA Project No. RS-1558(1)

TRUCTION AUTHORIZATION

(June 5, 1978)

act Amount $ 171,592

ROUTING SLIP Date: 6/5/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 5
District Number

ATTENTION: Roger Lang

FROM: Proj. Mgmt

Please inform the county

Form 81-731-0022 (7/77)

$ 1[illegible]

Misc. Permit Fees

$ 171,992.00

Contingencies (4-1/2%) 7,739 64

Engineering (9 %) 15,479 25

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 195,210 42

APPROVED

Road Design Engineer

Section N. Main St - [illegible] (Milton-Freewater) Programming Estimate $

Highway FAS B558 Project Length 0.47 mile

County Umatilla Completion Time 100 cal. days

Kind of Work Grading & Paving (Nov 15 1978)

Prefix 530-1959 FA Project No. RS-B558(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

(June 5, 1978)

Estimated Contract Amount $ 170,592

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	900
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	500
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 1,400

$ 171,992.00

Contingencies (4-1/2%)	7,739 64
Engineering (9 %)	15,479 25
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 195,210 42

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION July 27 Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE Date

Section N. Main St. - Oregon-Washington [illegible] ([illegible]) Section County Umatilla

Kind Of Work Grading and Paving Length 0.[illegible] Mi. Name Galloway

6-1-78

8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (7%)		Lump Sum	All		11,200
	Temporary Protection And Direction Of Traffic		Lump Sum	All		1,000
	Temporary Signs		Sq. Ft.	250	6^{00}	1,500
	Flagmen		Hour	240	19^{00}	4,560
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	—	$2,000^{00}$
	Removal Of Structures And Obstructions		Lump Sum	All	—	$4,000^{00}$
	General Excavation		Cu. Yd.	1590	4^{00}	6,360
	Trench Excavation		Cu. Yd.	185	10^{00}	1850
	Finishing Roadbed And Slopes		Lump Sum	All	—	1500^{00}
	Watering		M. Gal.	50	10^{00}	500
	Aggregate Base		Ton	2220	7^{75}	17,205
	"Class "B" Asphalt Concrete Mixture		Ton	2120	14^{75}	31,270
15	Asphalt Concrete [illegible] Mixture		Ton	140	98^{00}	13,720
	Concrete In Walls		Cu. Yd.	19	200^{00}	3,800
	Concrete In Box Culvert		Cu. Yd.	21	200^{00}	4,100
	Reinforcement In Walls		Lb.	1,370	0^{45}	616^{50}
	Reinforcement In Box Culvert		Lb.	3,160	0^{60}	1896
	Pipe Handrail		Lin. Ft.	36	25^{00}	900

OREGON STATE HIGHWAY DIVISION

SU[illegible]ARY--BID SCHEDULE--COST ESTIMA[illegible]

Sheet ______ of ______

Date ______

Section N. Main St - Oregon-Washington Hwy (Milton-Freewater)

County Umatilla

Kind Of Work Grading And Paving

Length 0.47

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
9	12-inch Culvert Pipe		Lin. Ft.	166	13.00	2158.
0	18-inch Culvert Pipe		Lin. Ft.	20	15.00	300.
1	12-inch Siphon Pipe		Lin. Ft.	76	13.00	988.
2	12-inch Sewer Pipe		Lin. Ft.	145	10.50	1522.50
3	Extra For Pipe Under Pavement		Lin. Ft.	75	10.00	750.
4	Concrete Inlets, Type CG-1		Each	13	450.00	5850.
5	Concrete Siphon Boxes		Each	2	550.00	1,100.
6	Concrete Walks		Sq. Yd.	920	12.00	11,040.
7	Concrete Driveways		Sq. Yd.	416	16.00	6656.
8	Concrete Curbs		Cu. Yd.	255	110.00	28,050
9	Extra For Asphalt Approaches		Each	11	150.00	1,650
0	Adjusting Manholes		Each	9	150.00	1,350
1	Adjusting Water Valves		[illegible]	11	100.00	1,100
	Contract Time 100 CD					170,572
	ANTICIPATED ITEMS					
	TEMP Erosion Control $500					
	6-1-78 EJ					

8793

STATE OF OREG

INTEROFFICE MEMO

TO: FILE

DATE: May 11, 1978

FROM: Elmer L. Scofield
Sign Design Engineer

SUBJECT: Signing
N. Main St.-Oregon/Washington Highway
(Milton-Freewater) Section
FAS-8588 N.E. 8th Avenue
Umatilla County

The April, 1978 Schedule of Contract Lettings had the above-named project, with signing included, scheduled for December of 1978. The May, 1978 schedule moved this project to July of 1978.

This move-up of 5 months caused this office to be short of time so I phoned the office of Resident Engineer W. C. Ferguson for existing signing information. The Office Engineer, Terry McArton, informed me that the city desired to remove, store and reinstall after construction all permanent existing regulatory and warning signs.

Only one existing guide sign is currently located on the project limits. It was agreed between Terry and myself that permanent signing would be too small of an item to include in the contract and should be installed by State Forces as directed by the engineer. Terry then contacted the city and this arrangement was acceptable.

The permanent signing portion of project will be deleted from the contract.

ELS:rah

cc: W. E. Schwartz
W. C. Ferguson
F. T. Lacey
Lyle Watson
Don Harwell ✓
Ben Gifford
Cliff Laux

Boyd Olson

2775

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N. Main St.-Ore./Wash. Hwy. (Milton-Freewater)
Highway: F.A.S. B588 N.E. 8th Ave.
County: Umatilla
Prefix: 530-1939
Res. Engr. W. C. Ferguson

Date April 26, 1978
Ten Year Traffic Coefficient 6.6
18 kip s.a. per day 18.8
R value 35+
Frost Penetration 30"±
CBE Total Requirement 15.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C.W.S. (Cl. B)	8.0
8.0"	A.B.	8.0
12.0"		16.0"

EXISTING ROADWAY
(22'± Width)

2.0"	A.C.O.L., with an extra allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Section —
R. C. Lang

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☑
LGE ☒ FAE ☐ OPE ☐
APR 27 1978
File: PM FA
LG OP
TAA ______

8793

Milton-Freewater

Salem, Oregon
April 17, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Main St.-Ore./Wash. Hwy.
NE 8th Ave. (Milton-Freewater)
Umatilla County
Prefix 530-1939

Roadwork on the project requires the extension of an existing 10 foot by 5 foot box culvert.

Finished grade will give about two inches of A.C. pavement cover on the box. We believe this minimum cover requires special design consideration.

Please furnish us with design drawing for inclusion with the contract plans.

Attached is one copy of field notes, one typical of the proposed roadway section at the box, and the original detail map. Please return the detail map to us.

The project is presently scheduled for contract letting the last quarter of 1978.

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 19 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

FE:ab
cc: Fred Eriksen

8793

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 24, 1978

La Grande, OR 97850

FILE:

FROM: W. E. Schwartz C. L. Epley
Region Engineer

TO:

Frank Terpin
Location Engineer

SUBJECT: Main St. to Ore.-Wash. Hwy.
N.E. 8th Ave., Milton-Freewater
FAS B-588

Herewith the following survey records for the subject project:

1	roll	Detail Map (Mylar)
1	roll	Platted Cross Sections
1	roll	Working Profile
1	book	Field Notes
1	pad	Containing the following: 1 copy, Locating Engineers Right of Way Report; 1 copy, Locating Engineers Statement; 1 copy, Narrative Report; 1 copy necessary Office Computations

Copies of the detail map were retained in this office along with copies of the material in the pad listed above.

Returned to
Carstensen
3/29/78

Asked Geo S. to have Roger Lang
check into RR agreement 3/29/78
AR

Do not need RR Agreement
Town was there 1st

Have RR Agreement
say Roger
5/1/78

Form 81-734-3049X

OREGON STATE

HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

N. Main St. to Ore.-Wash., Milton-Freewater
Umatilla, County
Prefix 530-1939
FAS B598

Furnish and Install Solid Clean-Out Lids over Existing Inlets	Ea.	2	$100.00	$200.00
Concrete Inlets, Type CG1	Ea.	13	$400.00	$5200.00
Siphon Boxes	Ea.	2	$400.00	$800.00
Concrete Sidewalk	Sq. Yd.	976	$10.00	$9760.00
Concrete Driveway Aprons	Sq. Yd.	370	$16.00	$5920.00
Concrete Curbs	Cu. Yd.	202	$95.00	$19190.00
Adjust Water Valves	Ea.	11	$80.00	$880.00
Adjust Manholes	Ea.	9	$150.00	$1350.00
Handrail on Box Culvert Extension	Lin. Ft.	30	$20.00	$600.00
Total Bid Items				$148,836.00
Engineering & Contingencies				$ 20,095.00
				$168,931.00

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

N. Main St. to Ore.-Wash. Hwy., Milton-Freewater
Umatilla, County
Prefix 530-1939
FAS B598

Item	Unit	Quanity	Unit Price	Total
Mobilization	Lump Sum	All		$8000.00
Temporary Protection and Direction of Traffic	Lump Sum	All		$2100.00
Temporary Signs	Sq. Ft.	100	$6.00	$600.00
Flagging	Hour	240	$19.00	$4560.00
Clearing and Grubbing	Lump Sum	All		$1650.00
Removal of Structures and Obstructions	Lump Sum	All		$2000.00
General Excavation	Cu. Yd..	1521	$3.00	$4563.00
Trench Excavation	Cu. Yd..	94	$10.00	$940.00
Watering	M-Gal.	100	$8.00	$800.00
Structural Excavation	Cu. Yds.	25	$15.00	$375.00
Plant Mix Aggregate Base	Ton	2288	$7.25	$16588.00
Class "C" Asphalt Conc. Base, Leveling & Top	Ton	2425	$14.00	$33950.00
Liquid Asphalt	Ton	158	$99.00	$15642.00
Asphalt in Tack Coat	Ton	2	$250.00	$500.00
Concrete in Retaining Wall	Cu. Yd.	8	$175.00	$1400.00
Concrete in Box Culvert Extensions	Cu. Yd.	22	$200.00	$4400.00
Reinforcing Steel in Retaining Wall	Lb.	535	$0.40	$214.00
Reinforcing Steel in Box Culvert Extensions	Lb.	2689	$0.40	$1076.00
12Inch. Concrete STorm Sewer pipe	Lin. Ft.	314	$10.50	$3297.00
12 Inch CMP	Lin. Ft.	15	$9.50	$143.00
12 Inch Irrigation Pipe	Lin. Ft.	74	$9.00	$666.00
18 Inch. Coated CMP	Lin. Ft.	14	$13.00	$182.00
Pipe Under Pavement	Lin. Ft.	129	$10.00	$1290.00

8773

FORM 8-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459 Pendleton, 97801
20 March 1978

SUBJECT: NARRATIVE REPORT

To: W.E. Schwartz
Regional Engineer
La Grande

N.E. 8th Ave. , Milton-Freewater
Umatilla, County
Survey prefix 530-1939

General: The major objective of this proposed project is to improve this major arterial street in the city of Milton-Freewater. The existing roadway is paved approximately 24' wide presently, but is without curbing, sidewalks, adequate drainage or adequate width for parking. The new section would, for the most part, use the existing paved section for an overlay base (2" A.C. overlay), whereas the area outside the existing paved area will be excavated to provide for 9" of base rock, 2" A.C. base and 2" A.C. wearing course. This new section will be 38 Ft. wide (curb face to curb face), with a 5' wide sidewalk immediately behind the curb on the North side of the street. Facilities will be provided for drainage, a retaining wall will be needed, an existing box culvert will need to be extended, and siphon boxes constructed for an irrigation facility crossing. The total length of this project is 2487 Ft.

Traffic While Under Construction : Provisions should be made to provide for traffic use on this street while under construction. Temporary signing, coning and flagging will be required, as needed, throughout construction. An abrupt edge of pavement will be exposed from the time of excavation to the placement of base rock and A.C. base. Flagging will be required periodically, as oneway traffic will be encountered during different phases of construction, including pipe installation, base rockplacement, paving and equipment movement. Traffic encountered during construction will be of low speeds on this street.

Clearing and Grubbing: The major item to be considered in the clearing and grubbing phase of construction is the removal of some trees. One tree to be removed is at least 48" in diameter, and there are other trees to be removed with a diameter of 36", 30", 28", 24", 18", 16", and 12". Also a few smaller trees and some minor brush will be encountered, along with a few areas of sod removal.

Removal of Structures and Obstructions: This item will include the removal of existing features that will be abandoned or will be in the way of the new construction. This includes cutting and removing concrete walks, excess concrete curbs from side streets where new radius curbing will be installed, abandoned pipe where clearences are needed for new pipe, existing concrete ditch beyond new siphon box @ sta 40+70 Rt., removal of two existing inlets, removal of parapets on box culvert @ sta. 55+50, removal of existing guardrail sta. 61- to 62-, removal of pavement for curb and sidewalk sta. 61+40 to 62-, and removal of pavement over railroad tracks so that the railroad can adjust track grades. All this material removed should become property of the contractor and disposed of at his expense, with the exception that the guard rail and components will continue to be owned by the OSHD and will be removed from job stockpile by state forces.

General Excavation: The general excavation on this job will not be a major item on the job. Most of this excavation will be in the area from the edge of existing pavement to the back of the new curb, All cut section for slopes are small, and the fill areas are mostly small slopes, with the exception of an area of about 2 to 5 Ft. sliver fills from Sta. 60+50 to 61+50. The excavated material will be easily removed and is mostly old river bed material . There will be an excess of excavation, as the earthwork is not balanced, of about 1350 Yds. This material will become property of the contractor and disposed of at his expense.

Trench Excavation: No out of the ordinary problems should be encountered in the trench excavation.

Watering: Watering will be required for dust control, subgrade compaction and base rock processing. Contractor should make his own arrangement for obtaining water.

Structural Excavation: There will be approximately 25 Cu. Yds. of structural excavation on this project. The retaining wall at Sta. 48+90 Rt. will require approx. 17 Cu. Yds. Some of this quantity is old grouted riprap on the face of the ditch wall, which should break apart easily during removal. The remaining quanity is easily excavated rounded cobbles and silt. The box culvert extension will require approx. 8 Cu. Yds. most of this will be excavatedfor the base of the box and retaining walls, since the construction will be primarily in the existing ditch channel.

Base Rock: The base rock on this job will be 9In. deep, with the total amount required being approx. 2290 ton. From Sta. 38+40 to 40+50, this base rock will be placed full width of the new section. The remainder of the project it will be placed only from the edge of the existing pavement to the curbs, on both sides. This placement in strips will be narrow in most areas, which would make processing with water difficult. It may be to an advantage to use Plant mix Agg. Base in place of field processing.

Granular Backfill: This item is set up for the placement of a draining material behind the retaining wall at Sta. 48+90 Rt. It will require approx. 5 Cu. Yds. of granular backfill for this project.

Asphaltic Concrete: The A.C. required on this project will consist of a two-inch. layer of class "C" base over the newly constructed base rock, a 0-4" leveling course of class"C" over the entire section, and a two-inch. topping layer of class "C" over the entire section. This class "C" base, leveling and wearing courses will require approx.2425 tons of A.C. The liquid asphalt required will be approx. 158 tons, and the asphalt in tack coat will be approx. 2 tons.

There are several commercial businesses in the area that do asphalt work and have their own plants. These companies will probably bid this job or be included as a subcontractor by other bidders. For the relatively small quantities of mix required for this job, it would probably be best to figure on the A.C. mix coming out of a commercial plant, with them producing the rock required.

Retaining Wall: A retaining wall will be required from Sta. 48+78 to 49+03 on the South side of the street. This wall is needed to hold the additional fill required for the new section. The Hudson Bay Ditch is adjacent to our work area and without the wall, the toe of the required fill would be in this ditch. A standard 9 " thick by 6'high by 25' long, type "A" retaining wall should be sufficient for this purpose. This would require approx. 7.8 Cu. Yds. concrete,535 Lbs. steel, 17 Cu. Yds. structural excavation and 4 Cu. Yds. granular backfill.

Box Culvert Extensions: The existing 10'x5', single barrel box culvert for the Hudson Bay Canal (Sta. 55+69) will have to be modified to carry our new section and alignment. The North end (Lt. of ℄) will have to be extended approx. 13 Ft. with this extension being pretty much a standard box culvert extension as shown by our standard drawing. This extension will be slightly longer on the back-on-line end than the ahead-on-line end because of a different skew angle on the new alignment (see details on quantity calculation sheet and transit sheet drawing). An 18 In. coated CMP will also have to be extended on this North end.

The modification of the South end of this box culvert will involve the top of the box only. With the parapet wall removed, the new curb can be tied into the box with the exposed rebar. In the area where the curb will overhang, a haunch will be formed and poured, with a tie into the exposed rebar (see details on sheets referred to above).

Storm Sewer: The existing storm sewer is unadaquate, and will for the most part, be modified and added to. A new inlet at 38+40 Lt. will pipe into an existing inlet at 38+40 Rt. The two new inlets at 41+25 Lt. and Rt. will be a "bubble-up" system (as is used throughout the city of Milton-Freewater). An existing "bubble-up" system at 43+90 Lt. and Rt. will be modified to include an existing inlet being removed and a new inlet installed, which connects to the existing inlet being removed and a new inlet installed, which connects to the existing pipe at the removed inlet. The new inlet at Sta. 47+70, with the inlet at 47+85 Lt. emptying into the little Walla Walla River also. Inlets at Sta. 50+40 Lt. and Rt., 55+60 Rt. and 55+82 Lt. will all empty into the Hudson Bay Canal. The existing inlet system at Sta. 58+75 to 59+25 will be modified so as to use the existing drain pipe at its present location. Three new inlets, lids over two existing inlets, the removal of one ixisting inlet and some added piping will be included in this modification at this intersection. All piping for the storm sewer sustem will be 12 In. Conc.

Irrigation Siphon System: The irrigation watering crossing N.E. 8th at about Sta. 40+50 will have to be rebuilt. The present system is too shallow to allow proper cover in the newly constructed section. Also the inlet to the existing pipe under pavement would be within the new driving section. Therefore, two siphon boxes and 74 Lin. Ft of irrigation pipe will be required. The existing feed ditch is concrete, with the outlet ditch being natural ground. Both of these ditches will be utilized without additional work being done except for the removal required for the new installation.

Narrative Report
N.E. 8th Ave. (M.F.)
530-1939

Concrete Curbs, Walks, Aprons and Ramps: This job is set up for type "A" curb and gutter Lt. and Rt. of centerline and a 5 Ft. sidewalk on the Lt. side of centerline, 5 Ft. driveway aprons Lt. and Rt. of centerline and standard ramps on all new curb radius installations on the Lt. side of centerline. The driveway aprons will utilize 8 Ft. tapers on the curb cuts, with the ramps having 5 Ft. tapers on each side of a 4 Ft. depressed section on the curb line. There will be approx. 202 Cu. Yds. of concrete for curbs, 976 Sq. Yds of sidewalk, 370 Sq. Yds. of driveway aprons and 11 ramps.

Utilities: The utilities on this job include Cascade Natural Gas, Pacific N.W. Bell and the city of Milton-Freewater (power, sewer,and water). Conflicts with these utilities with the construction of this job are as follows;

Cascade Nat'l. Gas:

Two riser pipes at Sta. 45+84 and 46+27, 21 Ft. Lt., will have to be moved to behind the proposed sidewalk area. Other conflicts should be avoided as long as the gas lines are buried as deep as they normally are. We will request Cascade Nat'l. Gas to have a representative on the job when the contractor is excavating near their lines.

Pacific N.W. Bell:

Telephone cables are hung on a power pole at Sta. 41+18, 23 Ft. Rt. that will have to be moved. Also, a pole supporting the telephone line feeding a house will have to bo moved at Sta. 50+32, 24 Ft. Lt. A telephone line guy pole at Sta. 58+47, 21 Ft. Lt. will have to be moved, and a telephone cable pole and guy at Sta. 60+81, 19 Ft. Lt. will have to be moved.

City of Milton- Freewater Power and Light:

A power Pole with streetlight and telephone lines at 41+18, 23 Ft. Rt. will have to be moved. Other power poles should be able to remain where they presently are, as some curb adjusting on radii will be made.

City Water and Sewer:

This contract is to be set up in a manner that has the contractor adjusting the manholes and water valves to the new grade of the section. The city will, however make the adjustments required on the fire hydrants and water meter boxes.

Burlington Northern Railroad: Jack King Public works Director for the city of Milton-Freewater has advised that the railroad company will come in during the construction to adjust the height of the tracks on their two crossings of N.E. 8th (at Sta. 40+90 and 46+10). The contractor is to remove the pavement over the tracks at these crossings prior to track adjustment, therefore timing will have to be worked out between the contractor and Burlington Northern, The pavement removal will be paid in the lump sum item "removal of structure and obstructions"

Need RR Agree

Right of Way: No new right of way will be needed for this job. However a small construction easement will probably be needed in the area of Sta. 60+45 to Sta. 61+45 Lt. the city of Milton-Freewater has hired a consultant to locate the property lines in this area, and they have not completed this as of our last word with them. However, if any easement is needed, it will be handled by Jack King Public Works Director of Milton-Freewater.

WC Ferguson
W.C. Ferguson
Resident Engineer

WCF:tm
cc.:file

8793

8

September 19, 1977

MISC. CONTRACTS and
AGREEMENTS No. 6194

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the North Main Street-Oregon/Washington Highway (Milton-Freewater) Section of N.E. 8th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harvell (agreement attached)

8773

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 22, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Main St.-Oregon/Wash. Hwy. Section
N.E. 8th Avenue (B 588)
Umatilla County

Versteeg
Olson
Christensen
Scott
Swenson
[illegible]
[illegible]

RECEIVED
JUL 20 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
EH
DEPUTY STATE HIGHWAY ENGINEER
Date 7-15-77

PROJECT MANAGEMENT
JUL 15 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 5, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon Project RS B588(-)
PROJECT ASSESSMENT
Main St.-Oregon/Wash. Hwy. Sect.
N.E. 8th Ave. (B 588)
Umatilla County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

PROJECT MANAGEMENT
JUL 8 '77
REFER TO:
FOR:
Info | Investigate | R/D | Action | File | Letter | See me

The subject project assessment submitted with Mr. Wimer's June 21, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
G. L. Green

cc:
OSHD (Potter)
" (Region 5, Kennedy)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO: Swan
E SWAN
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CATEGORY
3 PROJECT

NON-MAJOR
RS-B588(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 15, 1977
Section Main St.-Oregon/Wash. Hwy. Sec.
Unit (if appl)
County Umatilla
City Milton-Freewater
Highway N.E. 8th Avenue (B 588)
State Hwy. No.
Termini: M.P.(if appl) N/A
Length
Region 5
Construction Estimate
Program Amount

B. Purpose of Project:

To widen roadway to allow for increased traffic, eliminate hazards, construct curbs, and strengthen roadway.

C. Origin & History of Project:

This roadway was constructed originally as a neighborhood street. Later, in the early 1950's, the roadway was paved to a narrow width as a secondary access to the North Business District. In 1973, Highway 11 was reconstructed to handle increased traffic. Elizabeth Street and Eastside Road were both improved and widened during this same time to handle increased traffic in the area. A large portion of this increased traffic is funnelled onto N.E. 8th causing problems as the roadway in its present condition, will not meet its present requirement for collector status.

D. General Description of Project:

The project consists of widening the roadway about 14', constructing curbs, extending one irrigation bridge structure, improving railroad grade crossings, and resigning.

Alignment: New ; Existing Yes ; Combined
Typical Section: Existing: No. Lanes 2 ; Med. N/A ; Shldrs. narrow Parking determined
Proposed: No. Lanes 2 ; Med. none ; Shldrs. curbs ; Parking Along one side or both.
Traffic: Existing Facility: Existing ADT 2000 est.; Projected ADT 5000 ; Yr. 1990
Existing Level of Service Collector Status
Proposed Facility: Projected ADT 5000 ; Yr. 1990
Projected Level of Service Collector

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:
Material will be obtained from existing sources or from commercial suppliers.

Type of Structure(s):
Extend one bridge box culvert type.

Brief Description of River or Stream and Type of Involvement, if any:
Hudson Bay Irrigation bridge or box culvert. Two other small irrigation ditches.

Local City, County or COG priorities of project:
#1 priority of city. Approved by the county.

FHWA and/or OSHD approvals given, if any:
None

Location or Design Alternatives (identify and describe):

Project is located within urban area utilizing existing right-of-way corridor.

Other Descriptive Information or Comments:

(Attach project sketch map.)

II. ENVIRONMENTAL ASSESSMENT

Brief Environmental Setting of Project Area:

1. Natural:

This location is no longer in a natural state due to urbanization. The general area is described as flat terrain with no special defined features.

2. Cultural:

This area is part of the urban and urbanizing area of the City of Milton-Freewater. The area is presently residentially zoned and the Comprehensive Land Use Plan designates this area for continued residential use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Improve traffic patterns by safer route and relieve other roadways in the area.

Consequences--Air Quality, Noise, Safety, etc.:

Air Quality: Minor impact through small traffic increase.
Noise: Minor impact through small traffic increase.
Safety: Much improved through better roadway.

3. Estimated Impact on Land Use:

Should allow better circulation and use as a collector street in the development of property in the area.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

. None

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project will be consistent with clean air requirements.

b. Noise Standards
A noise study report will be prepared.

c. Water Quality Standards
Water quality standards should not be affected.

d. Area Land Use and Transportation Plans, and Zoning
Project is consistant with described goals of City Planning Commission.

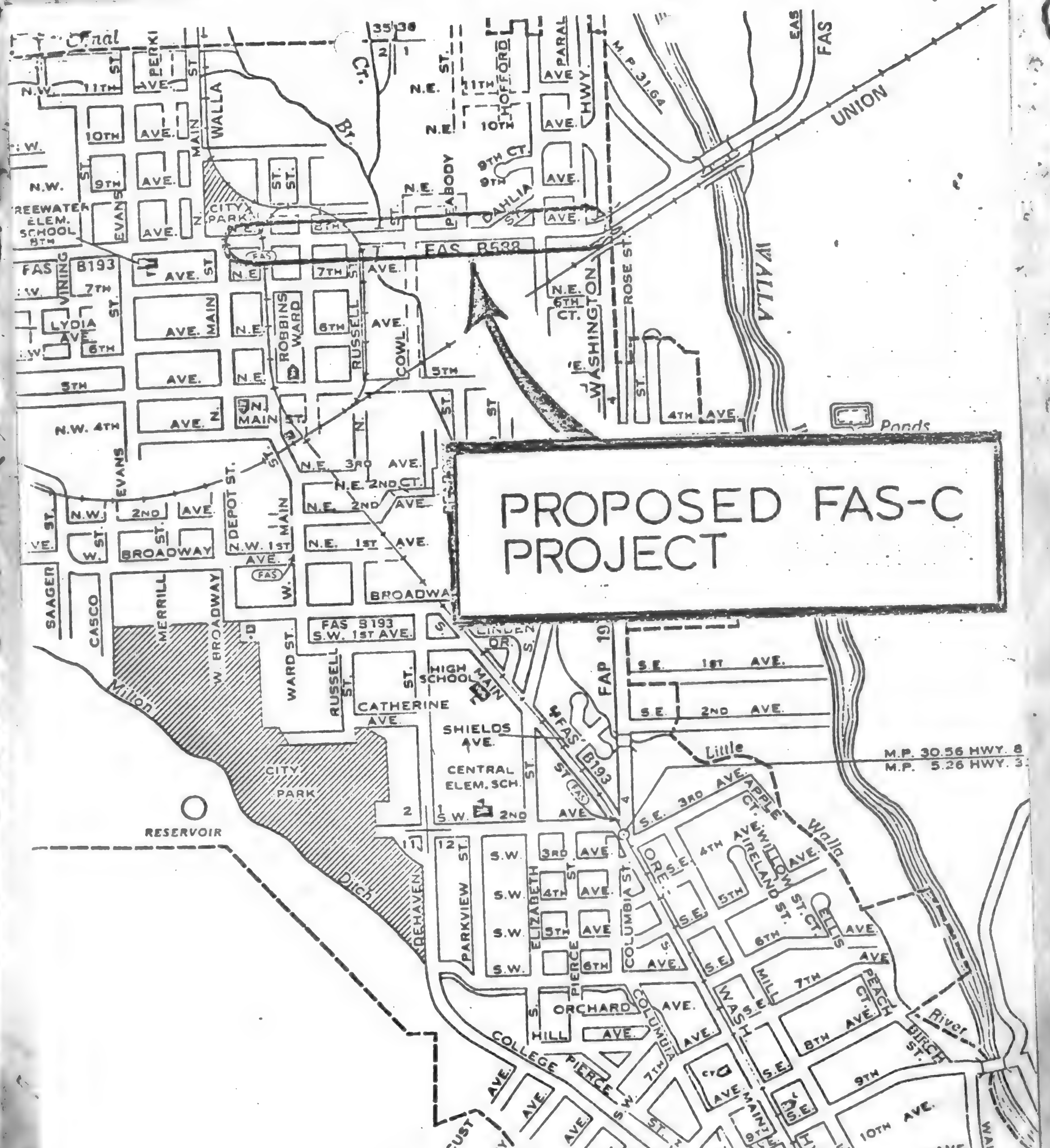
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: No additional right-of-way required. Project is of limited scope.

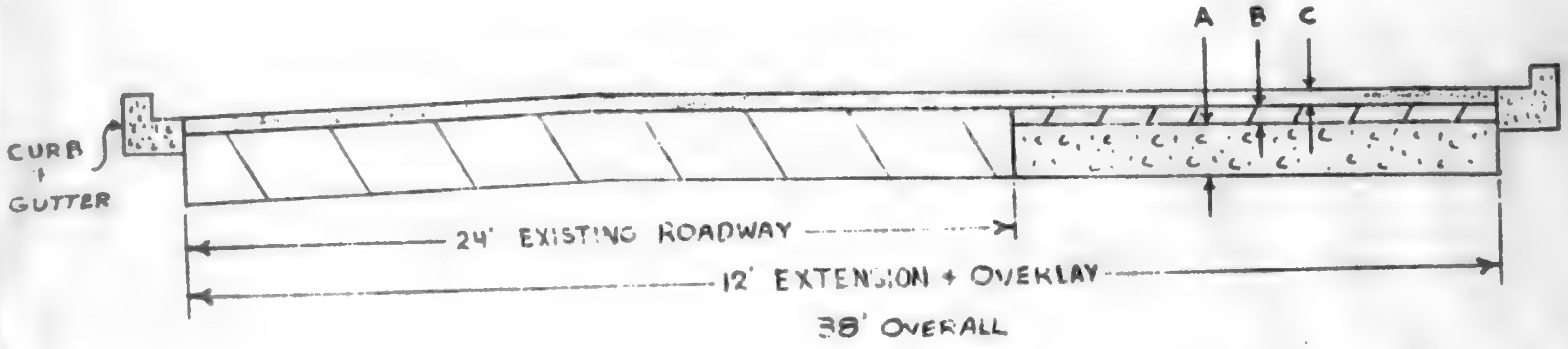
D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



PROPOSED FAS-C PROJECT

BY D.H. DATE 5-25-77 SUBJECT SUGGESTED CROSS S[illegible]ON SHEET NO 1 OF 1
CHKD. BY DATE N.E. 8TH WIDENING PROJECT F.A.S. JOB NO. SCALE
HORZ. - 1"=60'

A - GRAVEL BASE 9"
B - A.C. BASE COURSE 2"
C - A.C. OVERLAY 2"



STREET CROSS SECTION

NORTH SIDEWALK SECTION

8793

7-18-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B588(1)

STATE PROJECT NO. See below

PROGRAM NO.

ITEM NO. 70345

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administration
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO Mohney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-18-77

FEDERAL ROUTE NUMBER Secondary B588

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Main Street-Oregon/Washington Highway Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $12,000 - FF $10,296
Including utility preparatory work.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's July 14, 1977, letter.

DATE 7-18-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-691-086

8793

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1977

G. L. Green, Division Administrator
Federal Highway Administration

D. E. Swan
Federal Highway Engineer

Project Data Submission
Item No. 70345
Project No. RS-B588(1)
Main St.-Oregon/Washington Hwy. Sec. (Milton-Freewater)
Umatilla County

Attached is data for the subject project:

This project has been selected by the Oregon Transportation Commision and local officials in cooperation with each other as required by the Federal aid act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $12,000 with an obligation of $10,296 in federal funds.

CL:eb

cc: W. Schwartz (Region 5)
✓H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL

July 14, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., N.E. 8th Ave. (Milton-Freewater) 21 65	**ADT**	PRESENT DHV 220 2,000	FUTURE 3,000 (56)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E. Gr. Dr. H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)
					EMERG. YR. (72)	

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME
	NAME OF URBAN AREA - 17-31	ROUTE NO. S

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.48	12,000	10,296
5					**ROW**		"Main St.-Oregon/Wash. Hwy. Section"			
5					**CONST** (CODE) 6201			0.48	198,000	169,884

CARD 1	CODE 1	PREPARED BY C. L.	PROJECT TOTALS	0.48	210,000	180,180
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7

5	**ADT**	PRESENT DHV 220 2,000	FUTURE 3,000 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)

APPN CODE	075 (4) (9)
ITEM NO.	70345 (14) (18)

GCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER B588 (1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Umatilla CODE 059 (14) (16)

ROUTE NO. S FEDERAL-AID B 588 (32) STATE Co. Rd. (36) (37) U.S. - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK *(Full description)*
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(58)	(59) (66)	(67) (76)			
748	12,000	10,296	1,704		
48	198,000	169,884	14,058	14,058 (Co)	ROW - 60' maximum; Access Control-None; Parking Restrictions-None.
.48	210,000	180,180	15,762	14,058 (Co)	
	(19) (23)	(24) (33)	REMARKS		

Main St. - Oregon/Washington Hwy. Section
Project No. RS-B 588 (1)

Existing Facility: 24 foot A. C. surfaced roadway.

Railroad Data see below.

Adjacent Sections:

West End - - - 2-12 foot travel lanes with 9 foot parking each side.
E. End - - - 2-12 foot lanes H.T. pave, 4 foot shoulders & 8 foot sidewalk/bikeway.

Project Date: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility and railroad forces.

(2) Grade, drain and high type pave necessary to widen the existing facility to provide a 38 foot curbed roadway for two travel lanes with parking each side and a 5 foot sidewalk on the north side. Adjustment of utilities and Railroad Protective service as required.

System Action, Airports, Water Developments, Historical and Recreational Areas:
None involved

Railroads:	9A-012.48	9A-012.57
Name of Railroad	Walla Walla Valley Railway	Walla Walla Valley Railway
No. of Tracks	2	1
No. of Trains	2 thru 4 Switch per day	1 switch per day
No. of Hi Speed Trains	None	None
Present Protection	One Crossbuck	None
Proposed Protection	Advance warning & Crossbucks	Advance warning & Crossbucks
Railroad Benefits	None	None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 5, 1977.

FHPM 4-1-4 Requ

(a) State Cle

(b) District
a quasicl
ative of
working ag
A-95 revie
will not a
of concer
result in
would requ

FHPM 7-7-

Public H

Location

Note: T

FHPM 4-1-4 Requirements:

(a) State Clearinghouse - - Exempt from A-95 review under working agreement.

(b) District 12 Clearinghouse - - It is our contention that this is a quasiclearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in affect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a signigicant change in planning completed or underway.

FHPM 7-7-5 Requirements:

Public Hearings- Not required under Oregon Action Plan.

Location/Design- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

---

ot parking each side.
shoulders & 8 foot

llowing:
ng preliminary
.

to widen the existing
ay for two travel lanes
lk on the north side.
ctive service as

nd Recreational Areas:

9A-012.57

Walla Walla Valley Railway
1
1 switch per day
None
None
ks Advance warning & Crossbucks
None

red in by FHWA on July 5, 1977.

8793

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 5, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon Project RS B588(-)
PROJECT ASSESSMENT
Main St.-Oregon/Wash. Hwy. Sect.
N.E. 8th Ave. (B 588)
Umatilla County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's June 21, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
OSHD (Potter)
" (Region 5, Kennedy)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8 173

1859

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 27, 1977

F. K. Starrett, Chairman
Umatilla County Board of Commissioners
P. O. Box 1427
Pendleton, Oregon 97801

Dear Chairman Starrett:

RE: N. Main Street-Oregon/Washington Hwy.
(Milton-Freewater) Section
N.E. 8th Avenue, FAS B588

Your proposed project concerning widening, grading, paving, sidewalks and box culvert extension on N.E. 8th Avenue in Milton-Freewater was approved by the Transportation Commission on June 21, 1977.

Our Program Management Section has initiated action to proceed with programming of the project along guidelines required by the Oregon Action Plan for Transportation Planning.

Allowing normal time frames for programming, it is expected preliminary engineering will be approved about the middle of September.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: Carlos Van Elsberg
Steve Loveland
Jack King
Gerald Wimer
W. C. Ferguson

NOTED
[illegible]OR C. HOLMES

RP
Draft

Form 81-734-3122

8793

8

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

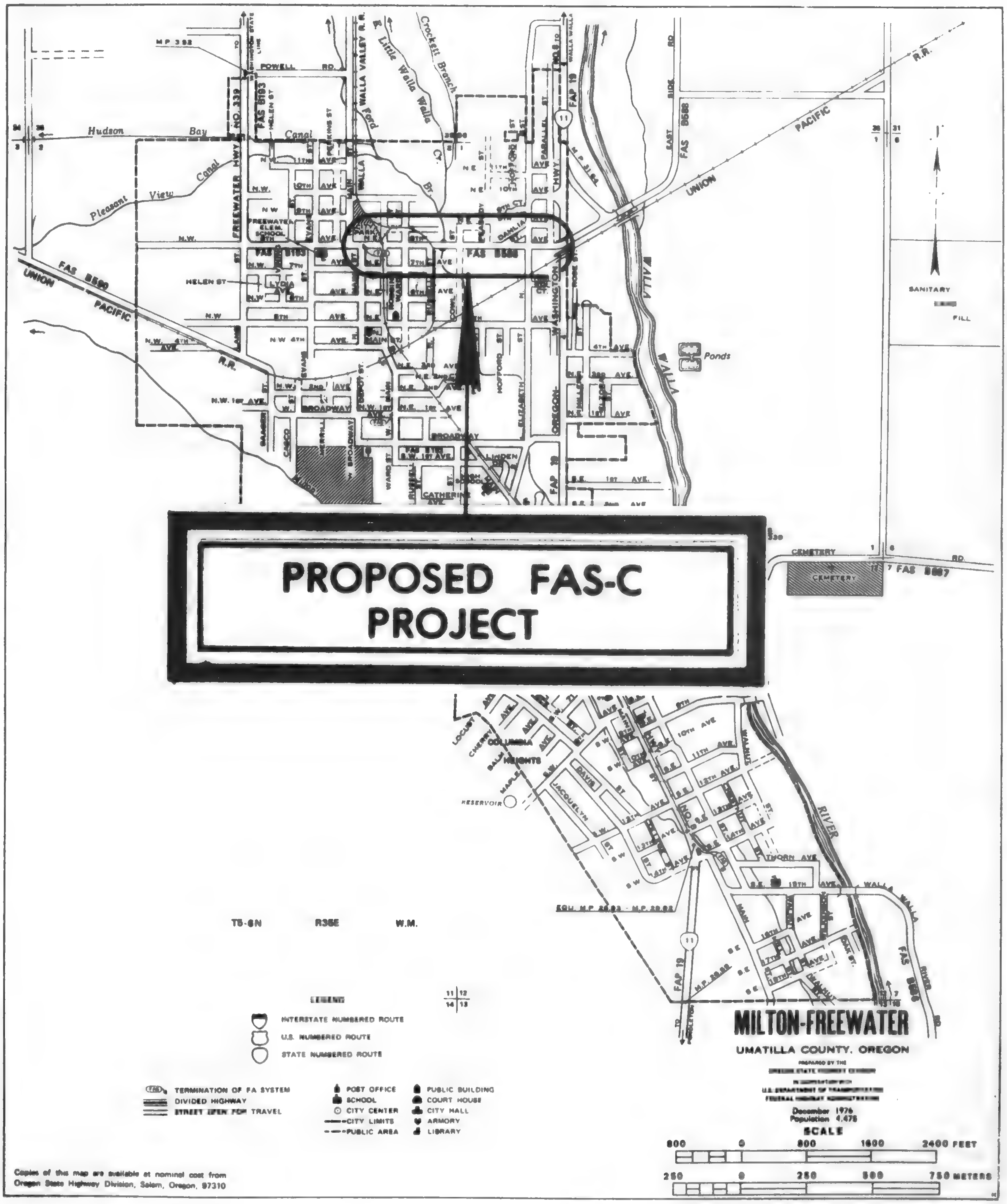
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

UMATILLA COUNTY
Proposed FAS-C Project

N. Main Street-Oregon/Washington Highway
(Milton-Freewater) Section, N.E. 8th Avenue, FAS B588
Grade, Pave, Structure and Signs
0.48 miles
$198,000

This project consists of widening N.E. 8th Avenue to a two-lane section with parking both sides and a sidewalk on the north side, and extending the existing reinforced concrete box culvert.

State will perform preliminary and construction engineering.



PROPOSED FAS-C PROJECT

MOW 201 12

8793

Form 81-734-3032

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main Street-Oregon/Washington Hwy.

Date June 3, 1977

Highway N.E. 8th Ave. (Milton-Freewater) FAS ~~B598~~ B588

Authorization No. 1

County Umatilla

Survey Prefix 530-1939 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Main Street to Oregon/Washington Highway on N.E. 8th Ave. in Milton-Freewater about 2,510 feet in length.

Purpose of survey:

To prepare plans, specifications and estimate of costs.

RS-B588(1)

Estimate of cost:	Field	901	6,000
	Plans	905	1,000
	Soils	910	1,000
	Liaison	913	100
	Utility	914	250
	Proj. Mgt.	920	100
	Specifications	921	250

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 8,700
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: R C Long
Regional Federal Aid Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

SP*19700-734

OFFICE ENGINEERING SECTION
P. E. APPR. 7-18-77
FED. AID FAS STATE

NOTED

8773

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

June 3, 1977

Roger C Lang

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

SALEM

SUBJECT: Proposed FAS Project
Main St.-Oregon/Washington
Highway Section
N.E. 8th Ave., FAS B588
Umatilla County (Milton-Freewater)

Attached is project application concerning the above subject title submitted by Umatilla County.

FAS funding is requested for widening, grading, paving, curbs and sidewalks along Route B588 inside the City of Milton-Freewater. The City petitioned the County to use FAS funds within the corporate limits which was granted by signature of the Board of Commissioners.

A project assessment has been prepared and is being forwarded to Jim Kennedy, Region Environmentalist, for further action.

The proposed typical section meets the minimum requirements for a collector street as shown on standard drawing No. 2128. ADT information is estimated and should be confirmed by a 16-hour manual count in order to confirm/design the surfacing typical. Project costs have been reviewed on the basis of the proposed typical section and appear to be in order.

The project is requested for construction during the 1978 season. This request appears to be reasonable; and barring unforeseen difficulties, we should have no problem meeting the request.

Also attached is an Authority for Survey showing the anticipated field costs for preliminary engineering. Please have the Location Section add the necessary items involving the Salem Sections.

Please take the necessary steps to program the project.

RCL/dlm
Attachments

cc: F. K. Starrett, Board of Commissioners
Carlos Van Elsberg, Roadmaster
Steve Loveland, City Manager (Milton-Freewater)
Verne Allen
Verne Moore
Harlin Gerlach
W. C. Ferguson

PROJECT MANAGEMENT

JUN 6 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

8793

FEDERAL AID PROJECT REQUEST

Date May 1977

Applicant Agency Umatilla County/ City of Milton-Freewater

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B 588 Route Name ____

Project Name N.E. 8th Avenue widening - Main Street - Oregon/Washington Hwy. Sec. N.E. 8th Avenue.

Project Length 2510' Project Location (Attach sketch map)

Project Description Widening roadway, construct curbs, extend one bridge, construct sidewalks.

Average Daily Traffic 2,000 est. Design Speed 25

	1977	1997
ADT	2000	3000
DHV	220	320

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders narrow

Medians none Parking not defined

Sidewalks none

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 38' Travel Lanes 2 - 11' Shoulders N/A

Medians none Parking 2 - 8'

Curbed yes Length Curb Radii 20'

Sidewalk/Bikeway yes, 5' north

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 57.5 Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No ____

3. Will additional right-of-way be needed? Yes ____ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location No signals proposed, signing only.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include as required.

4. **Permanent Striping:**

Include in project or by applicant? By applicant.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Area street lights at intersections.

2. **Proposed Illumination:**

Location Same type as above.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Near east end of project. - 8th Street at Dahlia

Type concrete box culvert

Approach Roadway Width N/A Shoulder Width

Length 30' Width 10'

To remain in place? yes

2. **Proposed Structure:**

Location Widen above existing.

Approximate Size: Length 30' Width 10'

Are sidewalk/bikeways desired: yes

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks Extend RCBC approx. 30' north

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern-Walla Walla Valley

Existing Crossing Protection Crossbucks and advance warning

2. Will existing railroad crossing be altered? Should be raised to new street elevation.

Remarks Railroad is authorized on city streets by franchise.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Milton-Freewater City Manager Office
2.	Environmental	Milton-Freewater City Manager Office
3.	Public Hearing	Milton-Freewater City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant_________ State x Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes x No_________
If "yes," describe briefly: Utility work and street lighting.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 185,000.00
Right-of-way costs (if participating)	none
Traffic control	
Illumination	
Structures	15,000.00
Railroad	
Other Utility Relocations & Adjustments	8,000.00
Preliminary engineering	
PROJECT TOTAL	$ 198,000.00

Remarks Request the project during the 1978 construction season.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

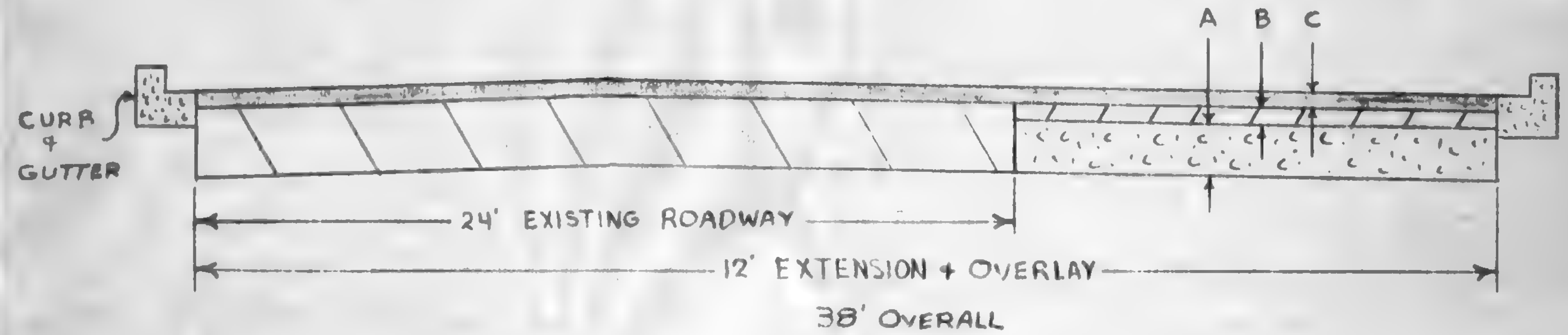
County
XXXX OF Umatilla and/or __________ COUNTY

By Carlos Van Elsberg By
~~By~~ Co. Roadmaster By
By Barbara Lynd

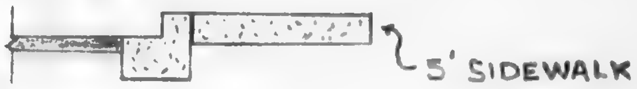
(1976)

BY D. H. DATE 5-25 UBJECT SUGGESTED CROSS S TION SHEET NO. 1 OF 1
CHKD. BY DATE 77 N.E. 8TH WIDENING PROJECT F.A.S. JOB NO. SCALE
HORZ. - 1"=60'

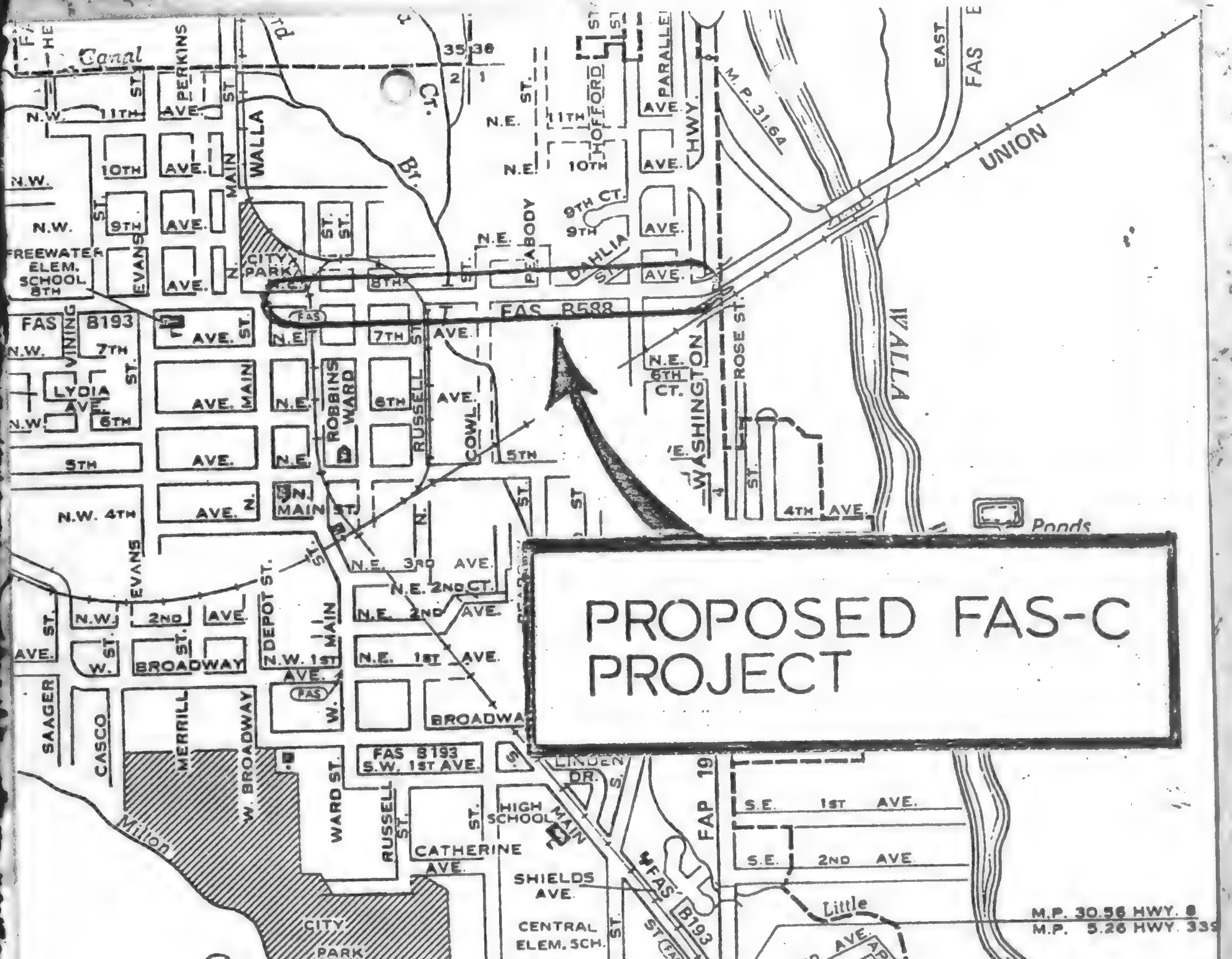
A - GRAVEL BASE 9"
B - A.C. BASE COURSE 2"
C - A.C. OVERLAY 2"



STREET CROSS SECTION



NORTH SIDEWALK SECTION



PROPOSED FAS-C PROJECT

8793

Agreements
City of Milton-Freewater
N. Main St. - Ore/Wash. Hwy Sec
NE 8th Ave FAS B588
RS-B588(1)

10-8-73

RESOLUTION NO. 409

A Resolution granting to WALLA WALLA VALLEY RAILWAY COMPANY, an Oregon corporation, its successors and assigns, the right, privilege and authority for continued maintenance and operations of certain standard gauge railroad tracks and appurtenant facilities in, along, over and across certain streets, avenues, alleys and public places in the City of Milton-Freewater, Oregon.

cc. Roger Trygstad 5/4/78

BE IT Resolved BY THE COUNCIL OF MILTON-FREEWATER AS FOLLOWS:

Section 1. That there be and is hereby granted to the Grantee, its successors and assigns, the right, privilege and authority for continued maintenance and operation of certain standard gauge railroad tracks and appurtenant facilities and to operate over and upon said tracks by diesal, electric or other mechanical power upon the conditions prescribed in this ordinance, in along and across those certain streets, avenues, alleys or public places now occupied by railroad tracks of the Grantee under authority granted by franchise ordinances heretofore enacted by the City of Milton-Freewater and its predecessors, the town of Milton and the Town of Freewater.

Section 2. The grant in this Resolution obtained is made expressly subject to the following conditions and requirements:

A. The Grantee, its successors and assigns, in its continued maintenance of said railroad shall not tear up any streets or alleys or obstruct the travel thereon further than is unavoidable and shall keep such railroad tracks at all times in good repair and upon completion of its work of maintenance on any portion of said tracks shall leave the streets or alleys in as good condition for travel as the same were before such work was done and that to whatever extent the City of Milton-Freewater shall cause any portion of any street or alley upon which any part of said railroad shall have been laid down to be paved or repaved, said Grantee, its successors and assigns, shall at the same time at its expense pave and keep in repair within and between the rails and for one foot on the outside of rails of its tracks in the same manner and at the same level and with the same material as shall be used in paving the rest of said street, or alley; that until said streets or alleys are paved said tracks must be constructed so as to be at grade with the remainder of the streets or alleys so same may be readily crossed by vehicles.

B. The City shall have the right whenever such action is necessary in the interest of public safety and convenience to require the Grantee, its successors and assigns, to flag its engines or trains when entering said streets or alleys or to require the elevation or depression of the tracks authorized by this franchise.

C. The grade of the streets or alleys on which these railroad tracks are located may be altered or changed by the City of Milton-Freewater, and upon the City's causing the surface of any such streets or alleys to be brought to the level of such altered or changed grades, the Grantee, its successors and assigns, shall at its expense cause its railroad to be changed so as to conform to such changed grade of such streets or alleys, and such Grantee shall not have any claim or cause of action against said City for any damage it may sustain by reason of such change of grade.

D. This franchise and all things constructed thereunder or used in connection therewith, other than rolling stock and power, shall be subject to common use by any other Grantee or assignee of any other franchise, whenever there shall be necessity therefor, upon payment of compensation for such use. The question of necessity, compensation and all other questions relating thereto shall be judicial questions, but no judicial proceedings standard gauge railroad tracks and appurtenant facilities in, [illegible] over and across certain streets, avenues, alleys and public places in the City of Milton-Freewater, Oregon.

Ingstad

5/6/58

BE IT Resolved BY THE COUNCIL OF MILTON-FREEWATER AS FOLLOWS:

Section 1. That there be and is hereby granted to the Grantee, its successors and assigns, the right, privilege and authority for continued maintenance and operation of certain standard gauge railroad tracks and appurtenant facilities and to operate over and upon said tracks by diesal, electric or other mechanical power upon the conditions prescribed in this ordinance, in along and across those certain streets, avenues, alleys or public places now occupied by railroad tracks of the Grantee under authority granted by franchise ordinances heretofore enacted by the City of Milton-Freewater and its predecessors, the town of Milton and the Town of Freewater.

Section 2. The grant in this Resolution obtained is made expressly subject to the following conditions and requirements:

A. The Grantee, its successors and assigns, in its continued maintenance of said railroad shall not tear up any streets or alleys or obstruct the travel thereon further than is unavoidable and shall keep such railroad tracks at all times in good repair and upon completion of its work of maintenance on any portion of said tracks shall leave the streets or alleys in as good condition for travel as the same were before such work was done and that to whatever extent the City of Milton-Freewater shall cause any portion of any street or alley upon which any part of said railroad shall have been laid down to be paved or repaved, said Grantee, its successors and assigns, shall at the same time at its expense pave and keep in repair within and between the rails and for one foot on the outside of rails of its tracks in the same manner and at the same level and with the same material as shall be used in paving the rest of said street, or alley; that until said streets or alleys are paved said tracks must be constructed so as to be at grade with the remainder of the streets or alleys so same may be readily crossed by vehicles.

B. The City shall have the right whenever such action is necessary in the interest of public safety and convenience to require the Grantee, its successors and assigns, to flag its engines or trains when entering said streets or alleys or to require the elevation or depression of the tracks authorized by this franchise.

C. The grade of the streets or alleys on which these railroad tracks are located may be altered or changed by the City of Milton-Freewater, and upon the City's causing the surface of any such streets or alleys to be brought to the level of such altered or changed grades, the Grantee, its successors and assigns, shall at its expense cause its railroad to be changed so as to conform to such changed grade of such streets or alleys, and such Grantee shall not have any claim or cause of action against said City for any damage it may sustain by reason of such change of grade.

D. This franchise and all things constructed thereunder or used in connection therewith, other than rolling stock and power, shall be subject to common use by any other Grantee or assignee of any other franchise, whenever there shall be necessity therefor, upon payment of compensation for such use. The question of necessity, compensation and all other questions relating thereto shall be judicial questions, but no judicial proceedings shall suspend or postpone such use if the person or corporation desiring such common use shall deposit in the court, such sum as the court in a preliminary hearing may determine.

cy Dist 12
Ferguson, Weimer

E. The Grantee shall within sixty days after the adoption of this resolution file with the said Clerk an unqualified acceptance of all the terms, conditions and restrictions of the franchise hereby granted.

Section 3. That the said City of Milton-Freewater shall retain the same control over the streets and alleys, upon, along and across which the said railroad has been constructed, as over other like places in said city, and shall have the right to regulate the speed of trains within the limits of the right-of-way herein granted.

Section 4. The City of Milton-Freewater hereby reserves to itself and its grantees the right to carry all water mains, sewer mains, gas pipes and conduits and all public utilities underneath and wires above the tracks herein authorized, and the right of access to any space occupied by such tracks within the limits of said street or alleys and the right to open the ground beneath said tracks for all purposes of construction, maintenance, repair, alteration and inspection of any such public utilities, which right shall be exercised, however, so as to interfere as little as practicable with the use of said tracks, and so as to leave the right of way occupied thereby restored to as good condition as prior to any exercise of such right.

Section 5. Said Grantee hereby agrees and covenants for itself, its successors and assigns, to and with the City of Milton-Freewater, to protect and save harmless the said city from all claims, demands and causes of action for damages of every kind and description, which may arise, accrue to or be suffered by any person or corporation by reason of the continued maintenance or operation of said railroad track, or appurtenances, over and across the streets or alleys hereinbefore mentioned.

In case any suit or action shall be brought against said City of Milton-Freewater, upon any claim, demand or cause of action, as aforesaid, said Grantee for itself, its successors and assigns, agrees upon receiving written notice thereof to defend said suit at its sole cost and expense, and said Grantee, its successors and assigns, agrees to hold said City of Milton-Freewater free and harmless against any judgement recovered upon any such claim, demand or cause of action, and in case any judgment shall be rendered against the City of Milton-Freewater, in any such suit or action, said Grantee, its successors or assigns, shall fully satisfy said judgment within sixty days after such suit or action shall have been finally determined, if determined adversely to such city.

Section 6. In case the Granteee shall abandon its rights in any street or portion thereof, it shall repair such street and leave the same in as good condition as it was before such abandonment.

Section 7. This resolution shall not be deemed an exclusive franchise to the use of the streets of Milton-Freewater City for railway purposes.

Section 8. The provisions hereto shall accrue to and be binding upon the successors and assigns of the Grantee and the successors of the said City.

Section 9. The right, privilege and franchise herein granted shall continue and be in force for the term of five years from the date of the enactment of this resolution and this franchise shall have no effect after said date.

Section 10. No sale or lease of this franchise shall be effective until the assignee or lessee shall have filed in this office of the city clerk an instrument, duly executed, reciting the fact of the sale or lease, accepting the terms of the franchise affected and agreeing to perform all the conditions required of the Grantee thereeunder.

terms, conditions and restrictions of the franchise hereby granted.

Section 3. That the said City of Milton-Freewater shall retain the same control over the streets and alleys, upon, along and across which the said railroad has been constructed, as over other like places in said city, and shall have the right to regulate the speed of trains within the limits of the right-of-way herein granted.

Section 4. The City of Milton-Freewater hereby reserves to itself and its grantees the right to carry all water mains, sewer mains, gas pipes and conduits and all public utilities underneath and wires above the tracks herein authorized, and the right of access to any space occupied by such tracks within the limits of said street or alleys and the right to open the ground beneath said tracks for all purposes of construction, maintenance, repair, alteration and inspection of any such public utilities, which right shall be exercised, however, so as to interfere as little as practicable with the use of said tracks, and so as to leave the right of way occupied thereby restored to as good condition as prior to any exercise of such right.

Section 5. Said Grantee hereby agrees and covenants for itself, its successors and assigns, to and with the City of Milton-Freewater, to protect and save harmless the said city from all claims, demands and causes of action for damages of every kind and description, which may arise, accrue to or be suffered by any person or corporation by reason of the continued maintenance or operation of said railroad track, or appurtenances, over and across the streets or alleys hereinbefore mentioned.

In case any suit or action shall be brought against said City of Milton-Freewater, upon any claim, demand or cause of action, as aforesaid, said Grantee for itself, its successors and assigns, agrees upon receiving written notice thereof to defend said suit at its sole cost and expense, and said Grantee, its successors and assigns, agrees to hold said City of Milton-Freewater free and harmless against any judgement recovered upon any such claim, demand or cause of action, and in case any judgment shall be rendered against the City of Milton-Freewater, in any such suit or action, said Grantee, its successors or assigns, shall fully satisfy said judgment within sixty days after such suit or action shall have been finally determined, if determined adversely to such city.

Section 6. In case the Granteee shall abandon its rights in any street or portion thereof, it shall repair such street and leave the same in as good condition as it was before such abandonment.

Section 7. This resolution shall not be deemed an exclusive franchise to the use of the streets of Milton-Freewater City for railway purposes.

Section 8. The provisions hereto shall accrue to and be binding upon the successors and assigns of the Grantee and the successors of the said City.

Section 9. The right, privilege and franchise herein granted shall continue and be in force for the term of five years from the date of the enactment of this resolution and this franchise shall have no effect after said date.

Section 10. No sale or lease of this franchise shall be effective until the assignee or lessee shall have filed in this office of the city clerk an instrument, duly executed, reciting the fact of the sale or lease, accepting the terms of the franchise affected and agreeing to perform all the conditions required of the Grantee thereunder.

Section 11. The City Council of the City of Milton-Freewater may, by ordinance forfeit the franchise herein granted, in the event that the Grantee, its successors and assigns, shall, after reasonable notice from the City Council requiring them to do so, fail to comply with any of the provisions of said franchise.

Passed by the council this 8th day of October, 1973.

Mayor

Approved as to form:

City Attorney

Attest:

Recorder

8794 Five Points Cr Bridge Sec 197[illegible]
on Hilgard Rd west of LaGrande
(Structure)

C&Q 6257 12-14-77 C&Q 5428 9-22-75

231-1925-828

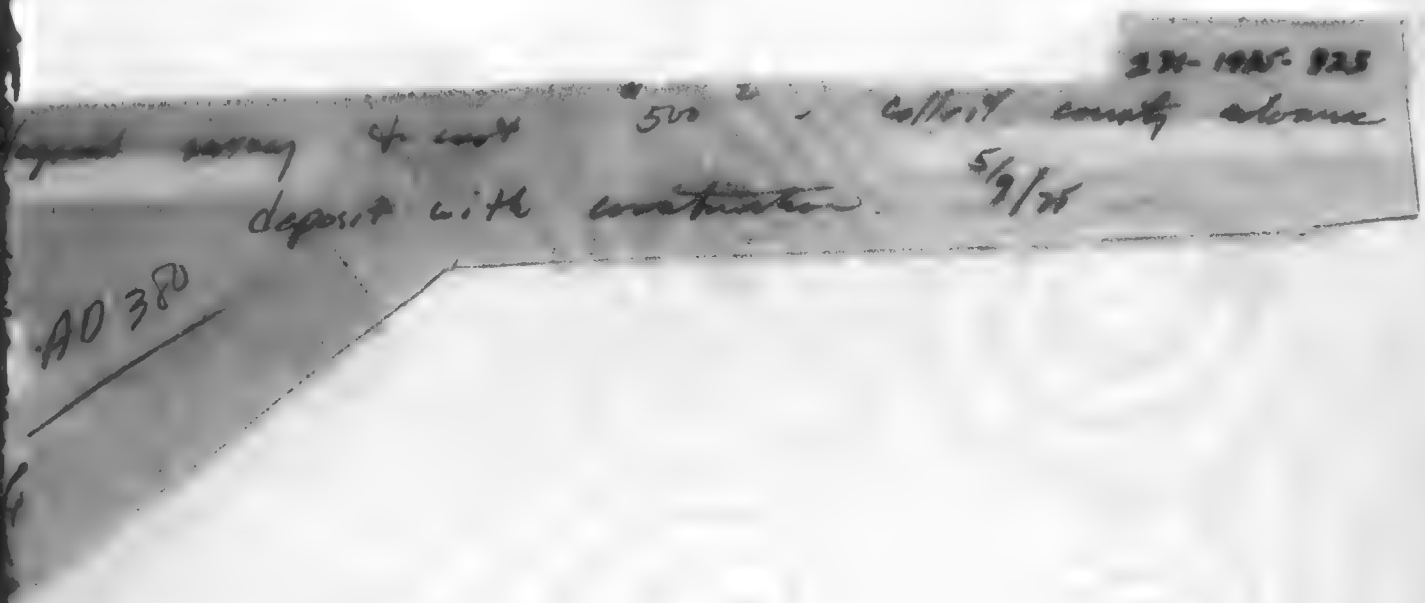
Archeological survey & cost $500 - Collier County advance deposit with construction 5/9/75

AD 380

PE $1120

AC-1824

a 6257 12-14-77 C+A 5428 9-22-75



231-1985-925

eposit survey & cost 500 - collect county advance deposit with construction. 5/9/75

AO 380

8794

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-4-80	CC 2060		231-1935 231-1097

BILL TO: Code:

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Honorable Earle C. Misener, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Five Points Creek Bridge on Hilgard Road. This is an OFF SYSTEM Project No. SOS-3100(1)				
Total Cost of Project				$88,468.76
Federal Funds Collected				75,790.44
Less County Advance Deposit	P.E.			1,120.00
	Construction			12,375.00
REFUND TO COUNTY				$ 816.68
(Please send copy of itemized statement with billing).				

Advance Deposit Amount	$ 13,495.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,195.00
Balance	$ 3,300.00
Transfer to Highway Fund	$ 2,483.32
Refund Due	$ 816.68
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1856 AD 380, AD 477, CC 1824

Amount Due . . . . . $

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: D E Swan
D. E. Swan

SP*35736 734

ORDEGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-4-80

COUNTY Union **Contract No.** 8794 **Date Completed** 11-29-78

PROJECT # SOS-3100(1) **Section** Five Points Creek Bridge on Hilgard Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E. (Highway Division)		$ 3,397.80
Construction		
Paid to Contractor		$76,791.83
Engineering		8,279.13
		$85,070.96
Total Cost of Project		$88,468.76
Less Federal Funds Collected		75,790.44
Less County Advance Deposits	P.E.	1,120.00
	Construction	12,375.00
REFUND DUE COUNTY		$ 816.68

Reference: Billing Form CC 2060

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Five Points Creek Bridge **Union County**					
	Preliminary Engineering Type Code P.E. State	All Required			$ 2,848.24	
	Type Code Y070 Archeological Salvage	All Required			549.56	
					3,397.80	
	Construction Type Code X080 Cont. #8794 Structure Br. #16347 ("L" Sta. 33+75 To "L" Sta. 34+29) Final Contract Payment Summary	Lump Sum			$76,775.20	
	Construction Engineering State	All Required			8,160.85	
	Total Participating Costs				$88,333.85	
	Nonparticipating Items Interest Paid to Contractor	All Required			16.63	
	Construction Engineering-State	All Required			101.06	
	Total Nonparticipating Costs				$ 117.69	
	Total Project Costs				$88,451.54	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.
STATE VOUCHER NO.
DATE
FHWA SCHEDULE NO.
PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-3100(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 2-2-78 To: 3-10-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$88,451.54	$88,333.85	85.80%	$75,790.44	$75,790.44	$ 0.00

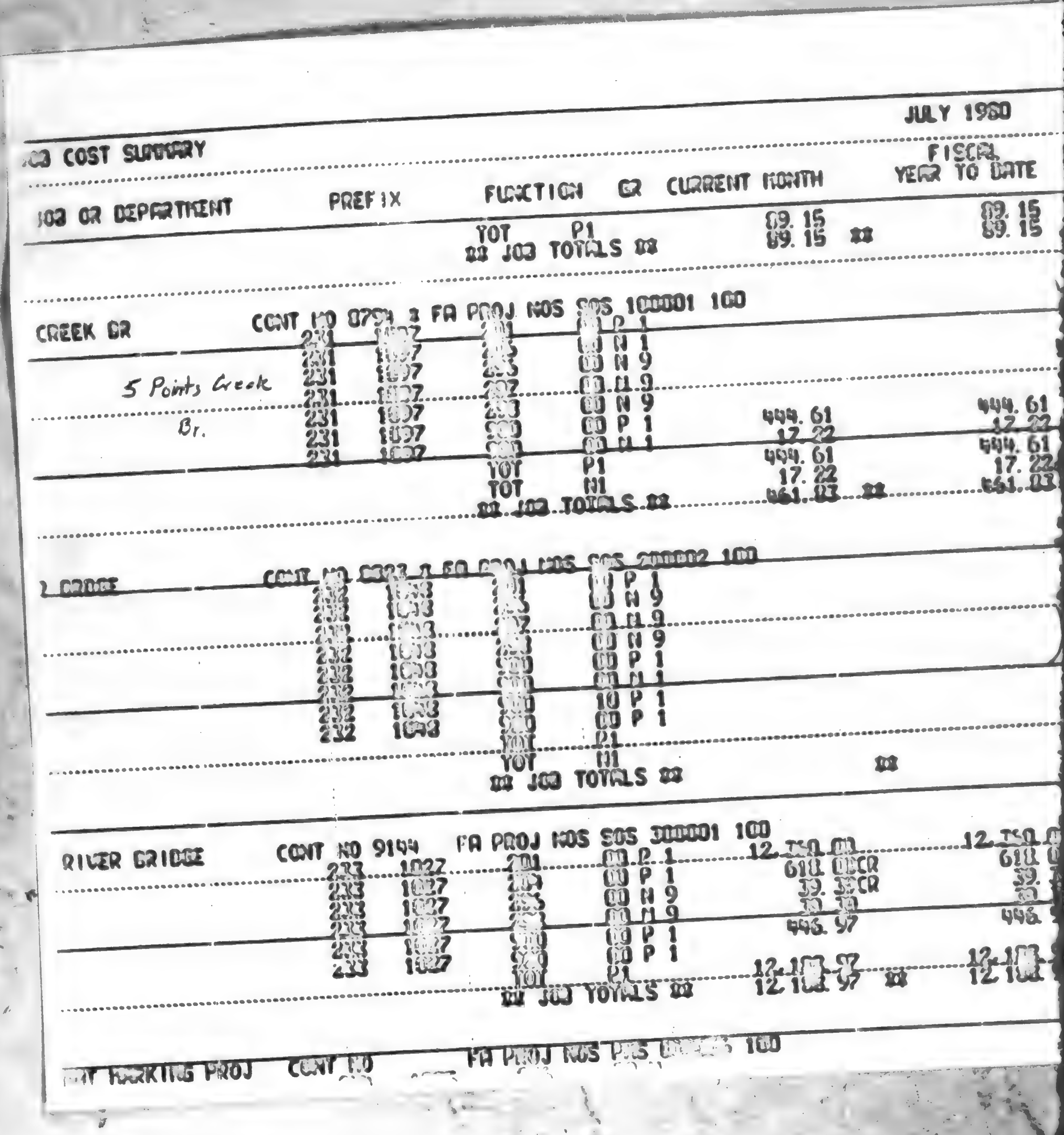
	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		7/16/80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                        JULY 1980          PAGE  122
     PREFIX          FUNCTION   GR  CURRENT MONTH         FISCAL           GRAND TOTAL       ACTIVE
                                                       YEAR TO DATE         TO DATE          BEG
                       TOT      P1            89.15               89.15
                      ** JOB TOTALS **        89.15   **          89.15   **         144.14
                                                                                     144.14   **
NT NO 0794  2 FA PROJ NOS SOS 100001 100
 231        1097       201      00 P 1                                                         STATE
 231        1097       205      00 N 1                                          76,775.20      79
 231        1097       203      00 N 9                                              16.63      79
 231        1097       202      00 N 9                                          81,643.31CR    78
 231        1097       203      00 N 9                                           9,225.00
 231        1097       900      00 P 1            444.61                        72,461.31      78
 231        1097       900      00 N 1             17.22              444.61     8,100.05      78
                       TOT      P1                444.61               17.22       112.23      78
                       TOT      N1                 17.22              444.61    64,923.05
                      ** JOB TOTALS **            461.83  **           17.22       131.91
                                                                      461.83  **  65,020.95   **
T NO 8823  1 FA PROJ NOS SOS 200002 100
 232        1098       201      00 P 1                                                         STATE
 232        1098       205      00 N 9                                          64,051.05      78
 232        1098       202      00 N 9                                          69,115.12CR    78
 232        1098       203      00 N 9                                           8,163.20      78
 232        1098       900      00 P 1                                          60,959.92      78
 232        1098       900      00 N 1                                           6,193.37      78
 232        1098       900      10 P 1                                              61.20      78
 232        1098       920      00 P 1                                               4.53      79
                       TOT      P1                                                  20.93
                       TOT      N1                                              71,073.71
                      ** JOB TOTALS **                    **                 **     84.20
                                                                                71,157.91   **
NO 9144      FA PROJ NOS SOS 300001 100
 233        1027       201      00 P 1        12,750.00           12,750.00                    STATE
 233        1027       204      00 P 1           618.00CR            618.00CR   12,750.00      00
 233        1027       205      00 N 9            39.35CR             39.35CR      618.00CR    00
 233        1027       [illegible] 00 N 9         39.35               39.35        39.35CR     00
 233        1027       900      00 P 1           446.97              446.97        39.35       00
 233        1027       920      00 P 1                                            446.97       00
                       TOT      P1                                                 44.68       80
                      ** JOB TOTALS **        12,103.97           12,103.97     12,233.65
                                              12,103.97  **       12,103.97  ** 12,233.65   **
0             FA PROJ NOS PRS [illegible] 100
                                                                                               STATE
```



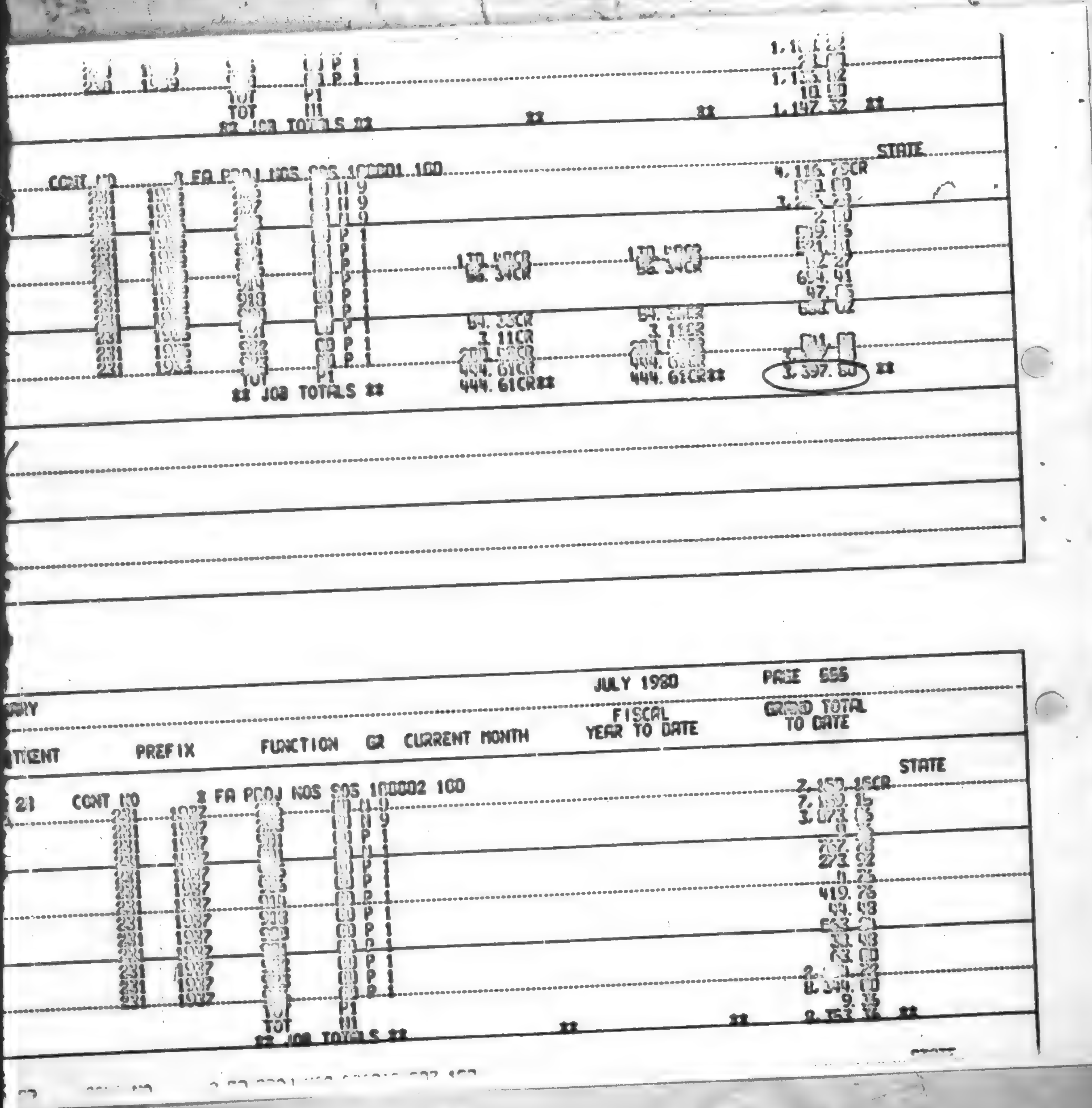
```
                                                                        JULY 1980
.03 COST SUMMARY                                                          FISCAL
..................................................................... YEAR TO DATE
JOB OR DEPARTMENT       PREFIX      FUNCTION  GR  CURRENT MONTH
                                     TOT     P1        89.15              89.15
                                 ** JOB TOTALS **      89.15   **         89.15
..................................................................................
                  CONT NO 079[illegible] FA PROJ NOS SOS 100001 100
CREEK BR             231    1037   [illegible]   00 P 1
                     231    1037   [illegible]   00 N 1
  5 Points Creek     231    1037   [illegible]   00 N 9
                     231    1037   [illegible]   00 N 9
                     231    1037   [illegible]   00 N 9
      Br.            231    1037   [illegible]   00 P 1      444.61             444.61
                     231    1037   [illegible]   00 N 1       17.22              17.22
                                     TOT     P1               444.61             444.61
                                     TOT     N1                17.22              17.22
                                 ** JOB TOTALS **             461.83   **        461.83
..................................................................................
                  CONT NO [illegible] FA PROJ NOS SOS 200002 100
2 BRIDGE             232    1048   [illegible]   00 P 1
                     232    1048   [illegible]   00 N 9
                     232    1048   [illegible]   00 N 9
                     232    1048   [illegible]   00 N 9
                     232    1048   [illegible]   00 P 1
                     232    1048   [illegible]   00 N 1
                     232    1048   [illegible]   10 P 1
                     232    1048   [illegible]   00 P 1
                                     TOT     P1
                                     TOT     N1
                                 ** JOB TOTALS **                      **
..................................................................................
                  CONT NO 9144   FA PROJ NOS SOS 300001 100
RIVER BRIDGE         233    1027    201          00 P 1   12,1[illegible]         12,1[illegible]
                     233    1027   [illegible]   00 P 1      618.[illegible]CR   618.[illegible]
                     233    1027   [illegible]   00 N 9       39.3[illegible]CR   39.[illegible]
                     233    1027   [illegible]   00 N 9      [illegible]         [illegible]
                     233    1027   [illegible]   00 P 1      446.97             446.[illegible]
                     233    1027   [illegible]   00 P 1
                                     TOT     P1   12,1[illegible].97          12,1[illegible]
                                 ** JOB TOTALS ** 12,1[illegible].97   **     12,1[illegible]
..................................................................................
                  CONT NO          FA PROJ NOS PRS [illegible] 100
[illegible] MARKING PROJ
```

```
                                  231   1033    [illegible]  [illegible] P 1
                                  231   1033    [illegible]  [illegible] P 1
                                                TOT          P1
                                                TOT          N1
                                             ** JOB TOTALS **                     **

  FIVE POINTS CK CR. HILGARD   CONT NO     2 FA PROJ NOS SOS 100001 100
                                  231   1033    [illegible]  [illegible] N 9
                                  231   1033    [illegible]  [illegible] N 9
                                  231   1033    [illegible]  [illegible] N 9
                                  231   1033    [illegible]  [illegible] P 1
                                  231   1033    [illegible]  [illegible] P 1
                                  231   1033    [illegible]  [illegible] P 1   [illegible]CR       [illegible]CR
                                  231   1033    914          [illegible] P 1       56.34CR           56.34CR
                                  231   1033    918          CD P 1
                                  231   1033    [illegible]  CD P 1
                                  231   1033    [illegible]  CD P 1            64.58CR           64.58CR
                                  231   1033    922          CD P 1             3.11CR            3.11CR
                                  231   1033    923          CD P 1           200.00CR          200.00CR
                                                TOT          P1               444.61CR          444.61CR
                                             ** JOB TOTALS **                 444.61CR**        444.61CR**
```

```
TOTAL TO DATE JOB COST SUMMARY                                                              JULY 1980
                                                                                              FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   GR  CURRENT MONTH     YEAR TO DATE

  GRANDE RONDE RIV GR. RD 21   CONT NO     2 FA PROJ NOS SOS 100002 100
                                  231   1037    [illegible]  [illegible] N 9
                                  231   1037    [illegible]  [illegible] N 9
                                  231   1037    [illegible]  [illegible] P 1
                                  231   1037    [illegible]  [illegible] N 1
                                  231   1037    [illegible]  [illegible] P 1
                                  231   1037    [illegible]  [illegible] P 1
                                  231   1037    918          CD P 1
                                  231   1037    918          CD P 1
                                  231   1037    [illegible]  CD P 1
                                  231   1037    [illegible]  CD P 1
                                  231   1037    [illegible]  CD P 1
                                  231   1037    [illegible]  CD P 1
                                  231   1037    [illegible]  CD P 1
                                                TOT          P1
                                                TOT          N1
                                             ** JOB TOTALS **                     **
```



```
                                                                              1,1[illegible]
     [illegible] [illegible]  [illegible]  [illegible]P 1                     [illegible]
                                           [illegible]P 1                     1,1[illegible]
                              TOT          P1                                 10.[illegible]
                              TOT          N1                                 1,147.32 **
                         ** JOB TOTALS **                      **       **

                                                                                  STATE
 CONT NO            [illegible] FA PROJ NOS SOS 100001 100                    4,116.75CR
        231   [illegible]  [illegible]  [illegible] N 9                       [illegible]
        231   [illegible]  [illegible]  [illegible] N 9                       3,[illegible]
        231   [illegible]  [illegible]  [illegible] N 9                          2.[illegible]
        231   [illegible]  [illegible]  [illegible] P 1                        [illegible]
        231   [illegible]  [illegible]  [illegible] P 1                        [illegible]
        231   [illegible]  [illegible]  [illegible] P 1  1[illegible]CR   1[illegible]CR   [illegible]
        231   [illegible]  [illegible]  [illegible] P 1   56.34CR       56.34CR      604.41
        231   [illegible]  988          00 P 1                                 47.[illegible]
        231   [illegible]  [illegible]  00 P 1                                [illegible].02
        231   [illegible]  [illegible]  [illegible] P 1   64.33CR       64.[illegible]CR
        231   19[illegible] 982         00 P 1    3.11CR         3.11CR       [illegible]
        231   19[illegible] [illegible] 00 P 1  [illegible]CR   [illegible]CR
        231   19[illegible] TOT         P1      444.61CR      444.61CR      3,397.60 **
                      ** JOB TOTALS **          444.61CR**    444.61CR**


                                                            JULY 1980         PAGE  555
ARY
                                                              FISCAL          GRAND TOTAL
                                                            YEAR TO DATE       TO DATE
TMENT          PREFIX        FUNCTION   GR  CURRENT MONTH
                                                                                  STATE
 21     CONT NO       [illegible] FA PROJ NOS SOS 100002 100                  2,[illegible]CR
           231    1987   [illegible]   [illegible] N 9                        7,[illegible].15
           231    1987   [illegible]   [illegible] N 9                        3,073.[illegible]
           231    1987   [illegible]   [illegible] P 1                           [illegible]
           231    1987   [illegible]   [illegible] P 1                        2[illegible]
           231    1987   [illegible]   [illegible] P 1                        273.92
           231    1987   [illegible]   [illegible] P 1                           [illegible]
           231    1987   910           00 P 1                                 419.76
           231    1987   913           00 P 1                                  44.48
           231    1987   [illegible]   00 P 1                                [illegible]
           231    1987   [illegible]   [illegible] P 1                        [illegible].48
           231    1987   [illegible]   [illegible] P 1                         [illegible].00
           231    1987   [illegible]   [illegible] P 1                        2,[illegible]
           231    1987   [illegible]   [illegible] P 1                        8,344.00
                         TOT           P1                                       9.[illegible]
                         TOT           N1                       **       **   2,153.[illegible] **
                    ** JOB TOTALS **
```

#8794 3-10-80

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) For "Off-System" Project

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-3100(1)	2. COUNTY Union	3. STATE Oregon 8794

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional & incidental work, involved construction of a bridge over Five Points Creek. The structure, No. 16347, is 54 feet long and has a roadway width of 27.5 feet. All the work, completed on November 29, 1978, was performed on the Five Points Creek Bridge Section of Hilgard Road approximately 8 miles west of LaGrande.

5. CONTRACTOR'S NAME Douglas S. Coats Construction	6. CONTRACT AMOUNT $ 77,555.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

3/18 cy

RECEIVED
STATE HWY ENGR
MAR 18 '80
REFER TO Hensey
FCR
Info
Inves
R/D
D/R
Sign
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X080	0-010

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 6-26-79

12. IN COMPANY WITH
R. Hector, Region 5, Construction Eggr, OSHD: J. Schlieski, Resident Engr. OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G.K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-10-80	17. TITLE Field Operations Engineer	18. DATE 3-10-80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8794

8

April 18, 1979

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Gentlemen:

Contract No. 8794 awarded to Douglas S. Coats Construction for the Five Points Creek Bridge on Hilgard Road in Union County was completed on November 29, 1978, and accepted by the State Highway Engineer on April 12, 1979.

Final payment in the amount of $3,838.76 will be released to the contractor after April 23, 1979. The total contract amount is $76,775.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8794

Report # 16 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Five Points Creek Bridge

WEEK ENDING: December 15, 1978

SECTION PREFIX: 231-1097

HIGHWAY: County Road - Hilgard

COUNTY: Union

KIND OF WORK: Structure

NAME OF JOB: Five Points Creek Bridge

CONTRACTOR: Douglas S. Coats Construction

CONTRACT NUMBER: 8794

FEDERAL AID PROJECT NUMBER: SOS-3100(1)

DATE WORK STARTED: August 28, 1978

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: August 9, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 99

PERCENT OF TIME ELAPSED 66

PROJECT AUTHORIZATION: $ 89,945.48

EXCLUSIVE OF ENGINEERING: $ 82,089.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,089.90

ENGINEERING AUTHORIZATION $ 7,855.50

ENGINEERING COST TO DATE $ 6,173.28

This Week $0

PERCENT OF AUTHORIZATION 78.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

DATE PROJECT WAS COMPLETED: 11-29-78

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16347							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	Snow shwrs	0		
MONDAY	11	Snow shwrs	0		
TUESDAY	12	Fair, cold	0		
WEDNESDAY	13	Clear, cold	0		
THURSDAY	14	Cldy, cold	0		
FRIDAY	15	Cldy, cold	0		
SATURDAY	9	Snow shwrs	0		

RECEIVED
DEC 18 1978
CONSTRUCTION BRANCH
Keesey K
Jackmond
Hopkins
Williams W
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	10	No activity
MONDAY	11	No activity
TUESDAY	12	No activity
WEDNESDAY	13	No activity
THURSDAY	14	No activity
FRIDAY	15	No activity
SATURDAY	9	No activity

REMARKS

STATUS: Structure complete except for some minor clean up etc.

11-29-78 completion day.

Semi-final estimate will be submitted 1-5-79

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8794

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8794 for the Five Points Creek Bridge on Hilgard Road in Union County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dia
Enclosure

cc **Hartford Accident & Indemnity Co.**
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

bc **C. T. Keasey**
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Joseph Schliecki

DOUGLAS S COATS CONSTRUCTION
P. O. Box 311
BEND, OREGON 97701

(503) 382-7330

LETTER OF TRANSMITTAL

DATE 8-23-78
JOB NO.
ATTENTION
RE

TO C W Head
Department of Transportation
Salem, Oregon 97310

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ____________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☒ Contracts

COPIES	DATE	NO.	DESCRIPTION
			We have contacted our bonding company and they tell
			us Hartford has now filed the proper papers with the
			State.
			Thank You.
			Ruth L Pooler
			Bookkeeper

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐ ____________

☐ FOR BIDS DUE ____________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

RECEIVED
AUG 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

COPY TO

SIGNED:

FORM 240-2 Available from NEBS Inc., Townsend, Mass. 01470

If enclosures are not as noted, kindly notify us at once.

8794 9

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-37	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-28-78	ite Oregon County Union Project No. SOS-3100(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd., Approx. 1/4 mile N.W. of Hilgard

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-2-78	0.02
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.02
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $93,945.00	FEDERAL FUNDS $80,575.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E G Hunter
Technical Services Engineer
(Title)
X By For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. SOS-3100(1)

FIVE POINTS CREEK BRIDGE
HILGARD COUNTY ROAD
UNION COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code X080
Structure Br. #16347 ("L" Sta. 33+75 to "L" Sta. 34+29)

Mobilization	All Required		$ 7,500.00
Toe Trench Excavation	100 Cu.Yd.	7.00	700.00
Shoring, Cribbing, Etc.	All Required		6,000.00
Structure Excavation	265 Cu.Yd.	10.00	2,650.00
Structure Excavation below Elevation Shown	30 Cu.Yd.	1.00	30.00
Structural Concrete, Class 3300 (100 Lin.Ft.)	All Required		18,500.00
4' x 50'/55' Prestress Slabs	7 Only	3,500.00	24,500.00
Reinforcement (11,000 lbs.)	All Required		4,400.00
Metal Rail with Tubing	100 Lin.Ft.	40.00	4,000.00
Guard Rail in Stockpile	All Required		3,500.00
Loose Riprap, Class 700	365 Cu.Yd.	15.00	5,475.00
Filter Blanket	20 Cu.Yd.	15.00	300.00
			$77,555.00

Anticipated Items

Temporary Erosion Control	All Required	$ 1,000.00
	Subtotal	$78,555.00
	Engineering	11,390.00
	TOTAL	$89,945.00

Oregon State Highway Division
Salem, Oregon, August 21, 1978

Federal Aid Project
No. SOS-3100(1)

Length of Structure - - - - - - - - - - 0.010 mi.

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,000	$ 3,430	$ 570
Structure	89,945	77,145	12,800
TOTAL	$93,945	$80,575	$13,370

Group 1 100%

Contract No. 8794

Prefix 231-1935

Prefix 231-1097

The guardrail is to be stockpiled for county installation after the structure is complete. The County will construct the roadway and install the guardrail without participation. We feel this is in the public interest and hereby request your concurrence.

8774

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Union County Court
Courthouse
LaGrande, Oregon 97850

Attention of Mr. Alvin Campbell
Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1866

Date August 22, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $12,375

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$3,000.00	
		To be transferred to State Highway funds for the construction of the Five Points Bridge Section on Hilgard Road SOS 3100 (1) Covered by agreement # 6257		$9,375.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 13,495

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. CC 1824

Credit distribution:
231-1097

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
for G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8794

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
Don Trout
SAIF
Fran

August 9, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentleman:

The Oregon Transportation Commission on August 2 accepted your proposal for the Five Points Creek Bridge on Hilgard Road in Union County for the sum of $77,555 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Union County and when the sum of $12,375 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8794.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive the contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

July 28, 1978

Union County Court
Courthouse
LaGrande, Oregon 97850

Attn: Hon. Earle C. Misener
County Judge

Gentlemen:

On July 27, 1978, the lowest of 5 bidders on the Five Points Creek Bridge Section on Hilgard Road, SOS-3100(1), was Douglas S. Coats Construction, P.O. Box 311, Bend, Oregon 97701, which bid is approximately 12% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the county does decide to proceed with the project the following advance deposit is required:

Bid Items	$77,555.00
Temp. Erosion control	1,000.00
4½% Contingencies	3,534.98
(9%) Engineering	7,069.96
Estimated Total Cost of Construction	$89,159.93
Estimated Cost of P.E.	7,230.41
Estimated Total Cost of Project	$96,390.34

76,676.74
4,218.15

Rec'd
8/9/78
Notified
Virgil B.
&
Roger L.

PE Advance Deposit $1,120.00
Then county's advance deposit would be
14% of $96,390.34 = $13,494.65 - $1,120.00 = $12,374.64
rounded $12,375.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check in the amount of $12,375.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#477: Vern Skoog - Please return completed AD#477
when check is received.
Region 5 Federal Aid Engineer Roger Lang

8794 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 5 380 Due Date: JUL 14 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Highway By Ben Gifford

PROJECT NOTIFICATION

Union County Highway Department - Wallowa-Whitman National Forest

Proposed Five Points Bridge and Realignment Project

Union County Highway Department, La Grande, Oregon, and the Wallowa-Whitman National Forest have agreed to consider a proposed bridge construction and road realignment project located in the Second Congressional District in Union County, Oregon, and also on the La Grande District, Wallowa-Whitman National Forest. Legal description is T2S, R37E, Section 30.

This proposal is to remove the old County Road 271 bridge across the Five Points Creek above Hilgard and construct a new concrete bridge, upstream approximately 400 feet, and new roads to and from this bridge to connect into the exsisting County Road 271 (see map). Twenty-six hundreths miles of road will be constructed on National Forest Land.

The benefits of the proposed bridge and realignment will be:

1. The five-ton weight restrictions on the exsisting road will be removed and thereby facilitate improved timber and livestock management on National Forest land and other property.

2. The fording of Five Points Creek and the resulting stream situation with loads over five tons will cease.

3. Through traffic in the town of Hilgard which causes dust, noise, and safety hazards will be minimized.

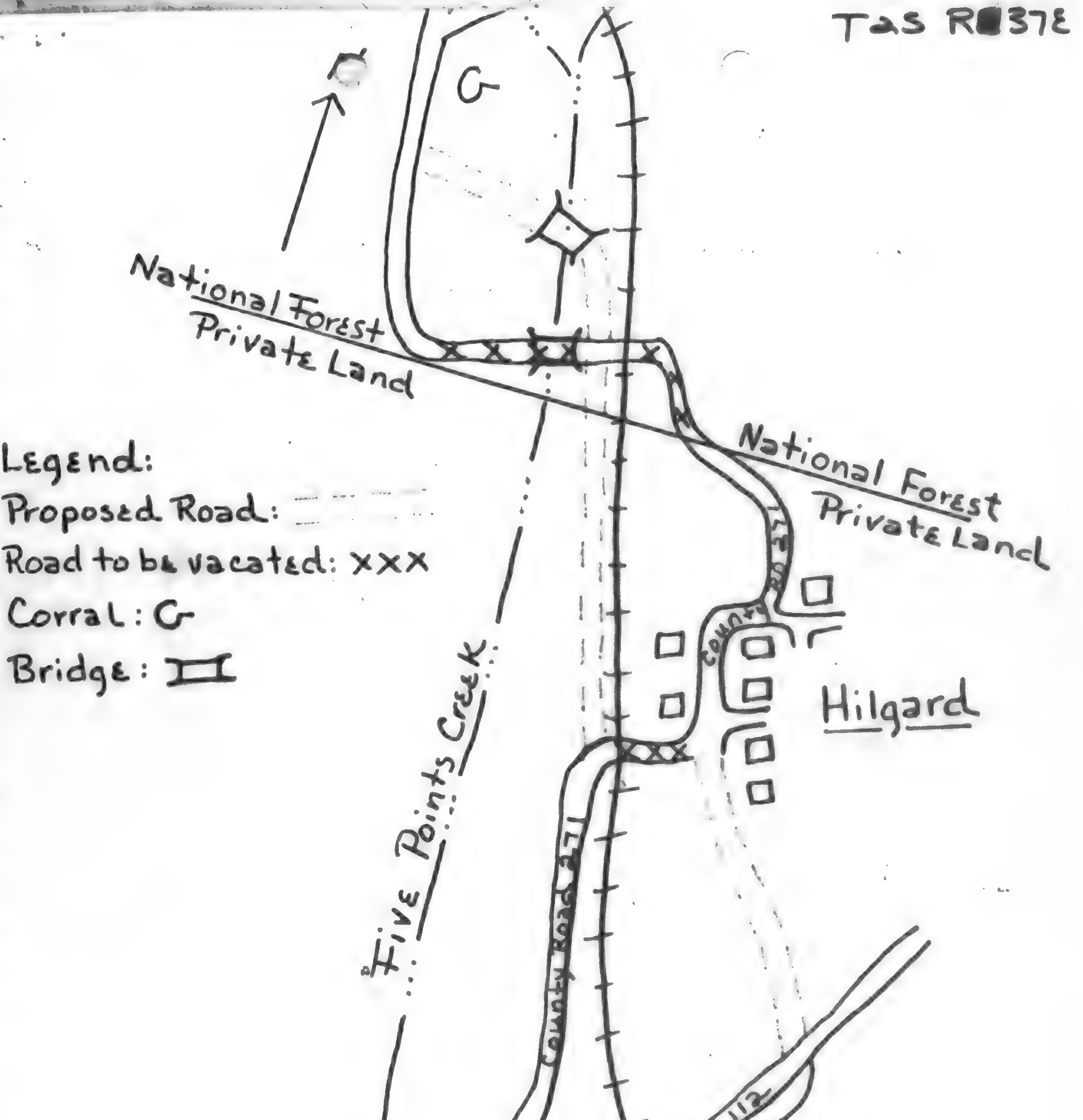
4. Two hazardous railroad crossings will be eliminated.

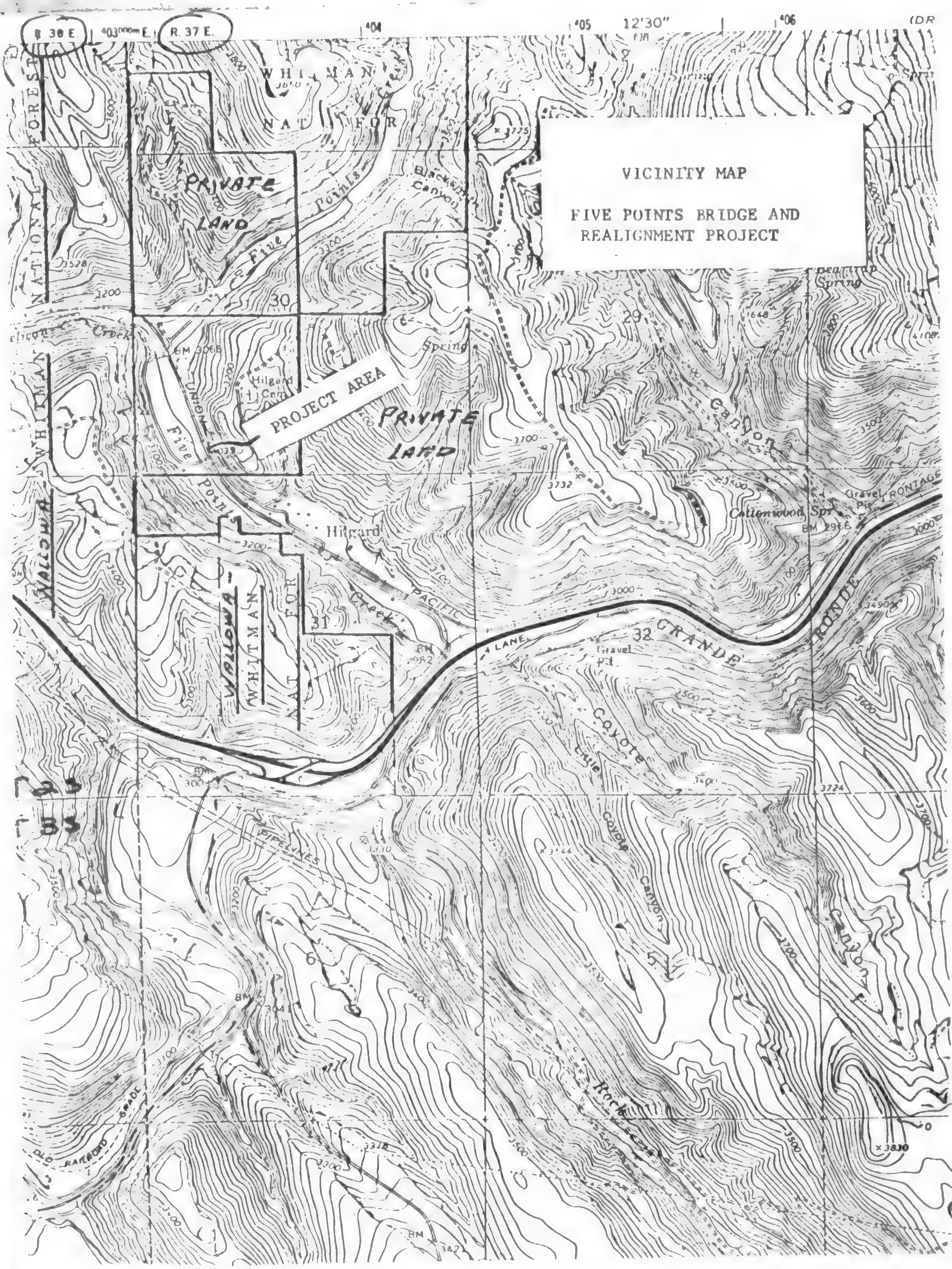
The Forest Service will give Union County a Department of Agriculture easement for this route and the county will vacate those portions of their exsisting easement which will not be needed following completion of the project.

Early July is the approximate implementation date.

Maps are enclosed.

TAS R[redacted]372





VICINITY MAP
FIVE POINTS BRIDGE AND REALIGNMENT PROJECT
PROJECT AREA
PRIVATE LAND
PRIVATE LAND
R. 38 E.
R. 37 E.
403000m E.
404
405
406
12'30"
WHITMAN NATIONAL FOREST
WALLOWA WHITMAN NAT FOR
Five Points Creek
Hilgard
Hilgard Cem
UNION PACIFIC
GRANDE RONDE
Blackhorse Canyon
Coyote Canyon
Little Coyote Canyon
Rock Creek
Cottonwood Spr
Gravel Pit
Spring
PIPELINES
OLD RAILROAD GRADE
30
29
31
32
6
5
2S
3S

8794

9

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3100 (1)

STATE PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.

ITEM NO. 80141

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2/2/78	7/5/78	Non Federal Aid	County Road

GENERAL LOCATION:

Five Points Creek Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

Swan
7-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/5/78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8794

Union

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/28/78

Donald L Rout

Bid Letting ______________ All Clear Deadline ______________

SECTION Five Points Creek Bridge
Highway Hilgard Rd
County Union Region 5
Type of Work ______ Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	All Clear
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒			☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study					☒	

8794

General Files 8

Oregon State
Museum of Anthropology
College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

RECEIVED
TECHNICAL SERVICES
JUN 21 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 16, 1978

TO: Environmental Section
Highway Division
Oregon State Department of Transportation
416 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attention: Pieter Dykman

FROM: D. E. Dumond, Director, Principal Investigator
R. M. Pettigrew, Survey Archaeologist for Highways

SUBJECT: Report on archaeological survey of the Five Points Creek Bridge Section, Union County Road Number 3, Union County

The archaeological survey of the proposed Five Points Creek Bridge Section of Union County Road Number 3 in Union County was completed on June 7, 1978, by Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, Oregon State Museum of Anthropology (OSMA). The project is located in section 30, T2S, R37E, at an approximate elevation of 3040 feet above mean sea level.

The proposed work is to replace the existing bridge with a new structure and create a new alignment for the two-lane paved road between Highway Stations 29 + 20 and 40 + 00, a total distance of 1080 feet.

Union County Road Number 3 in the vicinity of the project is on the bottom of the valley of Five Points Creek, a tributary of the Grande Ronde River, within the Columbia River drainage system. The valley is oriented southeastward, and is about 200 meters wide between the bases of the hills rising steeply to the east and the west. The bottomland in the project area is low, and bears the scars of abandoned channels and the exposed ridges of old gravel bars deposited by the creek. The soils are alluvial sands and silts.

Vegetation within the project area is dominated by Ponderosa pine and cottonwood in a parkland-like setting, with an understory of grasses and low shrubs. The adjacent hills are more heavily forested, primarily by Ponderosa pine and Douglas fir. Principal game animals are deer and elk, both of which winter in the valley. Five Points Creek is also a major spawning area for summer steelhead.

an equal opportunity/affirmative action employer

A search of the Oregon Archaeological Survey files of OSMA shows that there are three previous archaeological surveys and 12 archaeological sites recorded within 10 miles of the project area. All of these are located along the Grande Ronde River, four in the broad valley near La Grande and eight in the portion of the Grande Ronde Valley in the mountainous area south of the project locality. Prior to the present project no surveys had been conducted in valleys tributary to the Grande Ronde Valley within a 10-mile radius of the project area. It is reasonably certain, however, that the site density in these tributary valleys, especially those like Five Points Creek that have substantial salmon runs, is fairly high.

With regard to the valley of Five Points Creek, we assume that a good number of aboriginal sites are present, owing to the productive steelhead run and the availability of deer and elk. It is known that the area was used by the Cayuse, an aboriginal people whose territory included much of the Blue Mountains.

No evidence of archaeological sites was found during the survey of the project area. Vegetation was no hindrance to the survey, since the soils were well exposed.

Because no indications of archaeological remains were found in the project area, we recommend no further mitigating action. Subsurface cultural deposits are possible, since the soil in the project area is alluvial. In the event that archaeological remains are uncovered during construction, the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed.

Evidence of an archaeological site in this area includes flakes of obsidian, basalt, or chert-like stone from the manufacture of flaked stone tools; flaked stone tools such as projectile points ("arrowheads"); stone bowls and pestles; charcoal deposits and fire-cracked rock; bones; and shell deposits.

Under a new Oregon law (Chapter 647) "Persons disturbing native Indian graves through inadvertence, including by construction...shall reinter the human remains at their own expense under the supervision of an appropriate Indian organization." Failure to comply is a class A misdemeanor. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area. If a human burial is found, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to the Bureau of Indian Affairs, since there is no "appropriate Indian organization" for the project area. If the burial is non-Indian, it should be reported to the Union County Sheriff.

There are no fossil localities reported in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology within 20 miles of the project area. One possible reason for this is that the rocks in the vicinity are mostly of volcanic origin. If fossilized bones, or any other fossil materials are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bones (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

Distribution:
- 5 - Oregon State Department of Transportation
- 1 - State Historic Preservation Office
- 3 - Oregon Archaeological Survey, OSMA
- 1 - R. M. Pettigrew
- 1 - D. E. Dumond
- 1 - Doug Barton, District Resources, La Grande Ranger Station

8794

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-7-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
SOS-3100(1)

STATE PROJECT NO.
See below

COUNTY NAME
Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80141

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non-Federal-aid
2/2/78	2/2/78	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Five Points Creek Bridge

GENERAL DESCRIPTION OF WORK:

Amendment to letter of authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Amendment to add Archeology salvage and utility preparatory work.

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/23/78 you are authorized to proceed with the work shown above. This work was inadvertently left out of my letter (PR1240) of authorization dated 2/2/78.

NOTED
F. B. [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/7/78	G. K. [illegible]	for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8

8774

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Union County Court
Courthouse
La Grande, OR 97850

Attention of Hon. Earle C. Misner
Co. Judge

Request No. (assigned by staff engineer or head of section) CC 1824

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1120.00

Quantity	Unit	Description	Unit Price	Amount
		To be Retained.	$300.00	
		To be transferred to State Hwy. funds for the P.E. the Five Points Creek (Hilgard) Bridge Section. SOS-3100(1) (AD 380)		$820.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1120.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
231-1935-

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Wimer

5-22-78

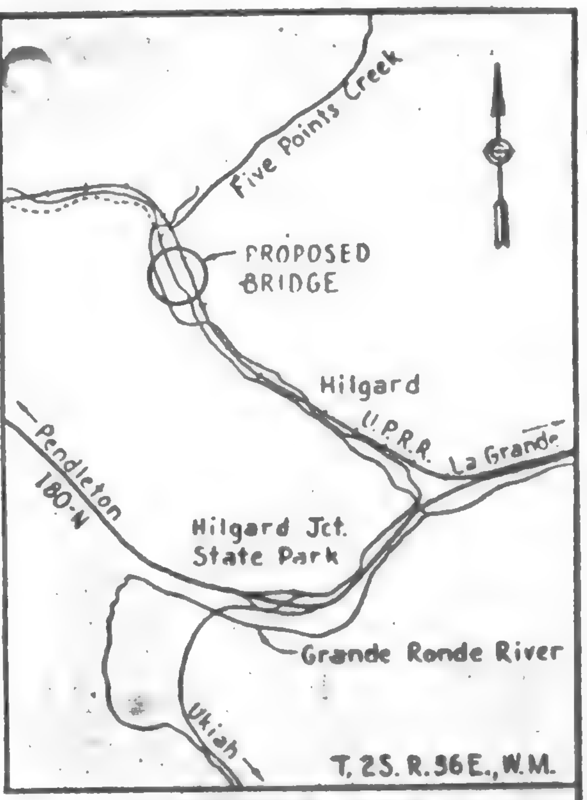
8794

HYDRAULIC DATA	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD
Discharge - c.f.s.	1250	1250
Frequency - yrs.	100	100
H.W. Elevation Natural Channel - ft.	3033.9±	3033.9±
Average Velocity - f.p.s.	9	9

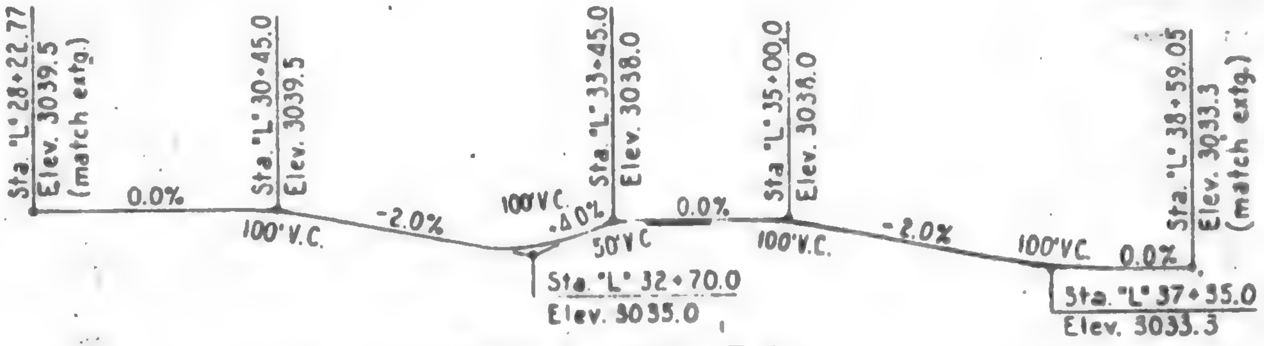
n are
b.

-56'
.54'

(typ.)



VICINITY MAP



PROFILE GRADE AT ℄

APPROVED BY
COUNTY OF Union
JUDGE OR CHAIRMAN
COMMISSIONER
Ralph Robinson
COMMISSIONER
DATE 5/22/78

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAY 22 1978 ☐
RECEIVED
REGION 5 OFFICE

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	FIVE POINTS CREEK BRIDGE HILGARD INTCH-FIVE POINTS CREEK SECT. COUNTY ROAD 3 UNION COUNTY
DEPUTY STATE HIGHWAY ENGINEER	
DESIGNED W.M.Thompson DRAWN W.M.Thompson CHECKED REVIEWED REVIEWED CALC. BOOK 1634	PRELIMINARY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE May 1978 BRIDGE NO. 16347
	SHEET 1 OF 1 DRAWING NO. 33269

8771

Date 5/12/78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Five Points Cr. Br. - SOS File No. ________

Received (call) ~~(visit)~~ from Roger Lang

Address Region 5, LaGrande

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion: Why was Project move from July to Aug. bid letting? I talked to Bob Ellison. He found out that the survey data had been sent back to the field for additional information. The new data has been returned to Salem, Walt Hart has approved the prelim. plans. The Bridge Section is again on the track for July letting. I called Roger and gave him this info.

Signature WH Prange

N J

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) (✓) Reynoldson Prange follow up M
Circulate: PME ~~LGE~~ OPE FAE CCE OM ~~Other~~

8794

5-3-78

Roger C. Lang

P. O. Box 850

La Grande, Oregon 97850

RE: Five Points Cr. (Hilgard) Br. Sec.
Project No. OS-3100(1)
Union County

Concerning the matter of a public hearing for the subject project, Union County stipulates the following:

1. The project assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the project assessment adequately describes theproject and its impact on the area there is no need for a study report.
4. The County has explained the project to the affected property owners; no one has objected to the project or the required right of way; and no one has requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

County Judge
5/3/78

cy Gerald Wimer
F.E. Terpin
J.A. Schleuske
Harold Brainerd
Lang

8794 Union

Salem, Oregon
May 2, 1978

Fred Eriksen
Design Engineer Supervisor

Five Points Creek Bridge
OS-2031 Hilgard Rd.
Union County

Joseph A. Schlieski
Resident Engineer

We find the vicinity map information does not agree with the field notes. The vicinity map contours and creek location do not agree with the "L" profile and cross-sections. We were not able to reconcile the differences and are returning data as follows:

3 prints	Vicinity Map
1 Print	Cross-sections, "L" and "P" Line profiles
1 Book	Field Notes

Since the County is going to do the grading and surfacing work, we will only be concerned with the data in the vicinity of the structure. (200 feet each way from the structure should be adequate.)

The right-of-way has been acquired by the County, we understand. We would likm to show the right-of-way in the vicinity of the structure if you would furnish us that information.

We would appreciate your expediting the furnishing of this data.

FE:ab

Versteeg
/ Christensen Doc
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
MAY 0 2 1978
ENGINEERING
SECTION

Trout
Do Not File [ ]
Return To
Bring Up / /
Action

bcc: L. Wallace

8794

8

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. H. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 17, 1978

NOTED
S. HUNTER

Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Five Points Creek (Hilgard) Bridge Section, 206-R Project

I have been advised by our Project Management Section that the Five Points Creek Bridge project has been rescheduled for bid letting on July 25, 1978.

If we are successful in obtaining a satisfactory bid, it is anticipated the contractor would be ready to go to work within two to three weeks. This time frame is necessary to obtain execution of the contract, advance deposits, etc.

It is suggested the County begin formulating plans to complete the County's portion of the work on the bridge approaches so that no delay is encountered.

Mr. Joseph A. Schlieski, Resident Engineer, will be in charge of the bridge construction. Please feel free to contact him if you have any questions.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RCL:sh

cc Alvin Campbell
D. H. Moehring
E. S. Hunter
Walt Hart
J. A. Schlieski
Roger Lang files

Form 81-734-3123

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 28, 1978

Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

Thank you for your letter of March 15, 1978 expressing concern over the proposed project letting schedule of the Five Points Creek (Hilgard) Bridge Section.

Pat and I share your concern on this project because of the hazardous railroad grade crossings and the limited capacity of the timber structure bridge. Also, the commitment of the Court to construct the roadway section with no Federal participation shows just how strongly you feel on this matter.

I have been advised by Mr. Harold Brainard, Right-of-Way Supervisor, that the manner in which Union County obtained the necessary right-of-way is acceptable. Mr. Brainard has made the proper certification and forwarded the data to D.O.T. in Salem.

I have forwarded a copy of your letter to Mr. Dave Moehring, Project Management Manager, D.O.T., Salem, with a recommendation that everything possible be done in order to accelerate the project towards contract letting.

I will promptly advise you of any results.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc Dave Moehring
E. S. Hunter
W. J. Hart
J. A. Schliecki
Lang files

R/W Cert. OK.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] OPE ☐
MAR 29 1978
File: PM FA
TAA ________ LG OP

Form 81-734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
March 27, 1978

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Specialist

TO: Dave Moehring
Project Management Manager

SALEM

SUBJECT: Project Scheduling
SOS-R Project
Five Points Creek (Hilgard)
Bridge Section
Union County

Attached is a copy of a letter received from Judge Misener expressing concern over the proposed bid letting schedule for construction of the Five Points Creek Bridge.

The Union County Court has long sought funding of this project. The original application under Title II, Section 230 was approved by the Transportation Commission in September of 1975 only to be denied by FHWA on April 2, 1976.

Application for SOS-R Funds	10-12-76
Approved by Transportation Commission	7-19-77
Approved Authority for Survey	8-31-77
Field Data to Salem	1-9-78

(The location narrative is very complete on right of way acquisition and proposed construction schedule.)

Upon learning the project was approved, Union County began proceedings to acquire the necessary right of way. This has been completed, reviewed, approved by Harold Brainerd, and submitted to Salem.

Resident Engineer Joe Schlieski has been advised the project is "shelved" in Bridge Design Section with no work scheduled until November. The reason given was the amount of time shown on the PMS run for right of way acquisition did not warrant work at this time.

I cannot agree with the rationale in this theory as we now have everything cleared concerning right of way and no plans available for some time to come.

Please see what you can do about advancing the project.

RCL/dlm
Attachment

cc: E. S. Hunter
W. J. Hart
J. A. Schlieski

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] OPE ☐
MAR 28 1978
File: PM FA
TAA ______ LG OP

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, County Judge

HAROLD SCHWEBKE, Commissioner
RALPH ROBINSON, Commissioner

March 15, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAR 23 1978 ☐
3-27 RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
FAS Engineer
Oregon State Highway Division
La Grande, Oregon 97850

Dear Roger:

I was very disturbed to learn that rescheduling had deferred the Hilgard Bridge project until the first quarter of 1979.

Since the condition of this bridge warrants immediate and continuing attention to bring it to the construction stage, I would recommend that every effort be made towards this end. The existing structure is hazardous and not safe to travel across Five Point Creek.

I feel that a more appropriate timetable for the construction of this bridge can be achieved with a concerted effort by the Highway Division. The late summer months - August, September and October is the only period of the year that presents a favorable time for this type of construction, so if we cannot construct in 1978 then we are looking at 1979 which, in my opinion, is not reasonable.

I sincerely hope that this project can be expedited for 1978 construction.

Sincerely,

Earle

Earle C. Misener
County Judge

ECM:srr

8774

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1978

FILE:

FROM: David W. Bryson
David W. Bryson
Hydraulic Specialist

SUBJECT: Five Points Creek Bridge
Hilgard Road (County Road No. 3)
Union County

TO: FILE

The proposed project will replace an existing two-span, 44-foot-long log bridge and will be located approximately 400 feet upstream from the existing structure on an improved roadway alignment.

Hydrology

Five Points Creek is a north-south tributary of the Grande Ronde River and drains an area of approximately 71 square miles above the proposed bridge site. Based on information from several gages in the Grande Ronde River basin, both active and discontinued, the following Recurrence Frequency vs. Peak Flow relationship was derived:

Recurrence Frequency	Peak Flow
5-year	540 cfs
10-year	675 cfs
25-year	850 cfs
50-year	1,000 cfs
100-year	1,250 cfs

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 9 1978
M
File: PM FA
LG OP
TAA

Hydraulic Design

This roadway class would normally be designed for a 25-year flood, but the 100-year flood of 1,250 cfs was chosen as the design flood since Hilgard Road provides the only access to upstream residents. The 100-year highwater elevation at the proposed structure was estimated to be approximately 3033.9 feet (MSL) from estimated channel properties and information provided by Mr. Alvin Campbell, Union County Roadmaster. This elevation is estimated to be the stage corresponding to a discharge of 1,250 cfs. During a 25-year flood of 850 cfs, highwater elevation would be approximately 3033.2 feet (MSL).

A single-span structure with vertical abutments and a 50-foot opening is suggested. A minimum two feet of drift clearance should be provided between the design highwater and the bottom of the superstructure. This structure type will create approximately 0.5 foot of backwater during the 100-year design flood and approximately 0.2 foot of backwater during the 25-year flood.

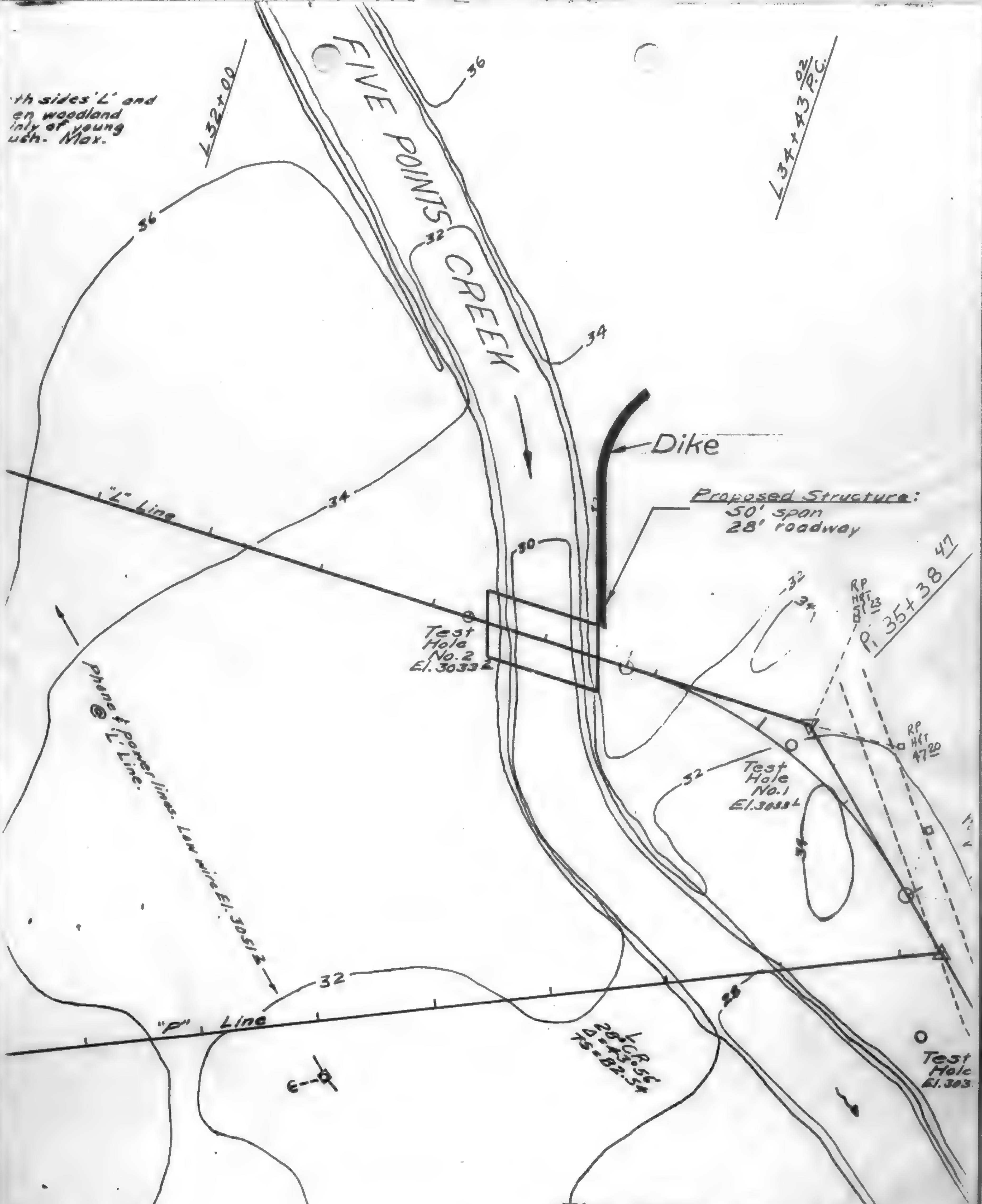
The proposed alignment crosses the creek in an area where the channel is about twice as wide as the typical upstream or downstream channel section; therefore it is recommended that a spur dike be placed parallel to the east abutment to direct the flow through the waterway opening. See attached sketch.

Riprap

During the design flood the mean velocity through the bridge opening is approximately 9 feet per second. It is recommended that the approach embankments have 2:1 slopes protected by a 3-foot blanket of Class 700 loose riprap. A filter blanket will be required and this may be a 9-inch layer of 4"-0 to 6"-0 river run or well-graded crushed rock material. The riprap should be placed to a minimum elevation of 3035.0 (MSL) and have a toe trench.

DWB:jp
Attach

cc F.E. Terpin
Don Harwell
W.J. Hart
Jack Davis
D.O. Christensen
W.E. Schwartz
Gary Potter



Five Points Creek Br.
Union County

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs	1250	1250	
Discharge – m³/s			
Frequency – yrs.	100	100	
H.W. Elevation Natural Channel ft.	3033.9±	3033.9±	
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity – fps	9	9	
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Five Points Creek Bridge
Hilgard Road (Co. Rd. No. 3)
Union County

COMPILED BY: *Dave Bryson*

DATE: *March 3, 1978*

8774

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 14, 1978

505- 3100( )

Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Advance Deposit, Preliminary Engineering, Five Points Cr. (Hilgard) Br.

Under the terms of the preliminary engineering and construction-finance agreement, the County shall deposit a sum of money equal to 14% of the estimated total cost as shown below:

Total Estimated P.E.	$8,000.00
Federal Funds	6,880.00
County Share	1,120.00

Please make the advance deposit payable to the State Highway Division and forward to me for further processing.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 15 1978
File: PM FA
LG OP
TAA

Form 81-734-3133

8794 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 2-2-78

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

SOS-3100(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80141

COUNTY NAME
Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-2-78	2-2-78	Non Federal-aid County Road

GENERAL LOCATION:
"Five Points Creek Bridge"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : TEC NTE $8,000, Federal Funds $6,800
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-23-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $243,000, Federal funds - $208,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

Swan 2/

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8774

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80141
Project No SOS-3100(1)
Five Points Creek Bridge
Union County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $8,000 with an obligation of $6,800 in federal funds.

(2) Authorization for construction at an estimated total cost of $243,000 with an obligation of $208,200 in federal funds.

A copy of the State Clearinghouse A-95 review approval letter has been forwarded.

CL:ljt
Att.

cc: W. E. Schwartz, Region 5
Harold Reynoldson

AD 380
1200 REQ'D.
2-9-78

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-

January 23, 1978

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd, Approx. 1/4 mi N.W. of Hilgard 21 65	**ADT**	PRESENT DHV 10 50	FUTURE 75 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., one bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

CARD	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME
	NAME OF URBAN AREA - - - 17-31	ROUTE NO. N

ESTIMATED PR

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERA
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		"Five Points Cr. Bridge"	0.02	8,000	6,8
5					**ROW**					
5					**CONST** (CODE) X080			0.02	243,000	208,

CARD	CODE	PREPARED BY		PROJECT TOTALS			
1	1		CL		0.02	251,000	215,
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT DHV 10 50	FUTURE 75 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 680 (4) (9)	ITEM NO. 80141 (14) (18)

V AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS- 14 23	NUMBER 3100(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Union	CODE 061 (14) (16)	PROGRAM STAGE	☐ 1 OR ☐ 2
ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	U.S. --- (37) (41)	

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.02	8,000	6,800	---	1,200 (Co.)	ROW - 60' normal; Access Control-none; Parking Restrictions-none.
0.02	243,000	208,200	---	34,800 (Co.)	
0.02	251,000	215,000	---	36,000 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

-over-

FIVE POINTS CREEK BRIDGE

PROJECT NO. SOS-3100(1)

Existing Facilities:

Roadway--Variable 18 to 24-foot gravel surface roadway with no shoulders.

Structure--Five POints Creek Bridge is 50-foot timber structure with a horizontal clearance of 16 feet.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including archeological salvage.

(2) Construct reinforced concrete bridge #16347 on revised alignment approximate length of 100 feet with 28-foot roadway and incidental work common to this type of project. County to construct approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse - A-95 review letter of approval dated Dec. 27, 1977.

Dist. 13 Clearinghouse - Notice of Intent was submitted to the District Clearinghouse on Nov. 18, 1977 and since the Notice of Intent has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-2
FHWA on O

FHPM 7-7-5

(a)

(b)

Data for

Preli

Note: Thi

y with no shoulders.

structure with a

llowing:

heological salvage.

evised alignment
way and incidental
construct approach

istorical and Recrea-

dated Dec. 27, 1977.

ed to the District
77 and since the Notice
e Clearinghouse more than
assumed no adverse review
.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 27, 1977.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	- Field Work	$4,500
	Archeological Salvage	500
	- PS&E Preparation	3,000
	TOTAL	$8,000

Note: This project is in Congressional District No. 2.

8794

**** LOCATION NARRATIVE REPORT ****

1-12-78

Subject: Five Points Cr. (Hilgard) Bridge
Union County Rd # 3 (Off system)
Union County

Work to be done: Bridge Reconstruction
Roadway re-alignment

The proposed project is the reconstruction of an existing log bridge over Five Points Creek near the town of Hilgard.

The structure is located 1.3 miles up county road number 3. This county road begins at the Hilgard Interchange on I 80N at mile point 253.2.

Existing Structure: 44' span single lane log structure that is badly deteriorated, with earth filled log crib abutments. The structure is presently rated at 5 ton load limit. Alvin Campbell, Union County Roadmaster, stated that this structure remained in place during the 1964 flood but the west abutment washed out and had to be replaced.

Proposed Structure: The county's proposal is shown on our vicinity map as "P" line. To relieve the approach curvature we have proposed the "L" line. This line has been tentatively approved by the Forest Service and Union county. The proposed structure will be an 50' prestressed slab span supported on solid concrete abutments, with a 28' roadway.

We have considered a prefabricated steel bridge as manufactured by Spokane Culvert & Fabricating Company. It appears that the structural steel alternate cannot compete with a simple slab span for initial costs and definitely extended maintenance costs.

Alignment Revision: The overall proposal by the County includes the rebuilding of County Road # 3 on the west side of the Union Pacific Railroad tracks. This will eliminate two hazardous railroad crossings for through traffic. Traffic going to Hilgard will use an existing crossing which has been signalized with automatic drop gates. A good portion of the re-aligned roadway will be on either railroad right of way or National Forest Land. The railroad has verbally indicated their approval for the project. The Forest Service has given the County written authorization to enter this land with a USDA easement to be issued prior to construction.

Structure Skew: The structure skew, if constructed as proposed, is approximately 20 degrees as measured from a line normal to the structure centerline - to the channel alignment.

Returned to
Pete 1/12/78

Super-elevation: In reviewing the terrain, the existing roadway, the slow running speed, and the winter climate it is apparent that the development of curves with full design super and standard spirals is not practicable or feasible. Virtually none of the existing roadway curves are supered and I'm sure the county will not construct the new roadway to full super standards. We do not want excess super on this structure. Our recommendation would be the standard 0.02'/' full width of the structure. This super would work well with the 28 degree curve beginning just off the bridge.

Final Design: In reviewing the Geometric Design Standards for Highway Other Than Freeways it appears that the 28' roadway requested by the County is acceptable. The design standards based on the current ADT and rural road classification indicate minimum width of surfacing as 20' and minimum shoulder as 4'. The structure roadway width must provide for the full approach roadway width - which in this case is 28'.

We have based our estimates on the use of 50'/55' prestressed slabs on concrete abutments with standard wingwalls. We have assumed a shed roof deck sloping 0.02'/' downward from the left to right.

Structure Waterway: The existing waterway appears to have been adequate for the drainage area involved. We have been unable to determine any definite high water elevations. The only reported problem was the loss of the west abutment during the 64 flood. This was probably caused by erosion which could have been prevented with proper riprap. The creek is quite wide near the proposed structure however if you review the stream x-sections above and below the proposed structure, it would appear that with proper placement of riprap and rebuilding or extension of the present dikes, the proposed 50' span should be adequate. The county has indicated they would probably leave the roadway finish elevation below the top of the new structure to provide an overflow relief for the structure. This overflow area would be on the west side of the new structure and might be used in extreme flooding conditions.

Drainage Area: Refer to the following quadrangle sheets - Hilgard, Oregon; Drumhill Ridge, Oregon; and Kamela S.E., Oregon.

Foundation: The existing structure is founded on natural ground. From the preliminary review of the test hole data recently completed we've estimated the footing elevation at 3013 +/-. At that elevation a poor grade of seamy dicerock was apparently encountered. We've assumed that piling could not be driven in this material.

Scour: Scour does not seem to be a particular problem at the existing bridge site. There does appear to be some movement of gravels above the old structure, near the area of the proposed new structure. Although this may have been caused by the creek eroding its way out of the main channel in a flat area that could probably have been properly contained by the use of riprap. If our estimated footing depth is close there should not be any problem with the structure.

Erosion:	The existing stream banks are well covered with vegetation, grasses, brush, and some trees. With the proper placement of riprap and dikes there should be no problem with erosion.
Drift:	There have been no drift problems in the past but there are plans for future logging operations up stream. With the clear span proposed we don't see any problems.
Icefloes:	This creek does freeze over - but with a clear span and maintaining the good alignment of the bents with the channel - there should be no problem with icefloes.
Riprap:	The only riprapping work done on the existing structure was after the 64 flood when the west abutment was rebuilt. Due to the widening of the stream channel near the proposed structure, some diking protected by riprap will be required. We have included a small quantity of riprap to be placed by the contractor for the protection of the structure abutments. All riprap could be placed by the county when they complete their portion of the road work if project costs become excessive.
Channel Work:	No channel change is anticipated at this time. There will be work required to restrict the stream to the main channel and prevent it from spreading out in the area of the new structure. These dikes or berms could be built from outside of the main channel. There will probably be some berms or dikes constructed to seperate the structure excavation work area from the free flowing stream.
Detour:	If our proposed alignment is used there will be no detour required. The County will maintain the existing structure until the project is completed. Construction equipment can ford the creek during normal runoff.
R/W and Property owners:	Additional R/W or construction easements are necessary. The structure will be on National Forest Land and the Forest Service has given the county written authorization to enter this land with a USDA easement to be issued prior to construction. The Union Pacific Railroad Co. has verbally approved the project and the County is attempting to get the written approval.
Minorities:	No minorities have been identified within the limits of this location project. There is no feasible alternate route. No residents are being displaced.
Irrigation Facilities:	No irrigation facilities were noted within this location survey.
Utilities:	California-Pacific Utilities Co. maintains a 7.2 kv line which crosses the new alignment on the west side of the structure. This pole line is a common carrier for the General Telephone Co. line. The present vertical clearance is aprox. 15'. Both of these companies have been contacted and see no problem in raising their lines when the county's work begins. The existing utilities pose no problem as far as the structure work is concerned.

Structure Utility Holes: Neither utility has any interest in placing their lines across the structure. They will remain aerial.

Existing Structure Removal: The existing structure will be removed by the County upon the completion of the project.

Guardrail: Guardrail will be required on all four corners of the structure. I'd recommend the shortest possible run be used, approximately 25' on each corner. For once there is no problem with accesses close to the structure. The guardrail is to be furnished by the contractor and stockpiled at the Union County Shops near Island City. The guardrail will be installed by the County.

Material Source: No material source is being designated since the County will complete all road work and most of the riprap placement.

Structural concrete is readily available in La Grande.

Game Commission: In accordance with remarks on the A-95 Review we have contacted the local district biologists (Duane West and Mike Kemp). Our location map and proposed structure was shown to them and neither saw any problems. Duane asks that no work be performed in the stream before July 15th because of summer steelhead runs early in the summer. Excavation work falling in the free-flowing stream shall be isolated from the stream by dikes, cofferdams, or cribs. Dewater from excavations shall not be allowed to enter directly into the stream but shall be pumped into a settling basin. The County will have to coordinate their part of the work with the game commission.

Fish Commission: I have not contacted the Fish Commission. They generally agree with Mr. Duane West.

Time of Construction: This project should be let in June with construction to start after July 15th. Keep calendar days low - 120 days - to be completed in construction season.

Structure Upstream: There is no good structure upstream that relates well to this project. We've enclosed photos of the UPRR structure which also serves as an under crossing for local residents.

Structure Downstream: About one mile downstream is a 60' pony truss bridge # 0718 on county road # 3. A x-section of the waterway openning has been included in our notes.

Work to be done by County: The County plans to complete the following portions of the work:

(1.) Obtain the necessary R/W.
(2.) Be responsibile for the adjustment of all utilities.
(3.) Complete all road work including structure approaches, embankment, aggregate base, leveling course, and channel riprapping.

Work to be done by County: Cont:	(4.) Install necessary guardrail at bridge ends. (5.) Adjust fences and reconstruct cattle guard. (6.) Install all signing, temporary and/or permanent. (7.) Remove existing structure.
Cost Estimate:	We have included Location Cost Estimate and Quantity summary for the proposed structure. Our costs were based on the Lookingglass Cr. (Palmer Jct.) Br. just nearing completion in Union County.
Preliminary Specification:	No preliminary specifications have been prepared. This appears to have been a waste of time in the past. If the narrative is read pertinent special provisions can be determined.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Alvin Campbell	Union County Roadmaster Rte. Box 1676 La Grande	Phone: 963-4196
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
Mike Kemp	Ore. State Game Commission Wildlife Biologist La Grande	Phone: 963-2138
Boyd Hadden	Watermaster La Grande	Phone: 963-3560
Martin Tesdal	Adjoining property owner Rte. 1 Box 1962 La Grande	Phone: 963-4509
Howard Cantrell	Upstream resident Hilgard	Phone: 963-6209

Joseph A. Schlicht

8794

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

Mr. Alvin Campbell
Union County Roadmaster
Rt. 1, Box 1676
La Grande, Oregon 97850

Dear Alvin:

RE: Final Project Assessment, Five Points Cr. (Hilgard) Br.

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME
LGE
CCE
FAE ☐
OM ☐
OPE ☐
JAN 6 1978
M
TAA ______
File: PM FA
LG OP

Form 81-734-8128

8794

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 27 1978
M
File: Reynoldson PM LG A LP

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

12-27-77

Attention: County-City Unit

Subject: Federal Aid Project No. SOS 3100 (-)
Project Name Five Points Cr. (Hilgard) Bridge Section
2031

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences,
farms or businesses and in accordance with the Uniform Relocation
Assistance and Real Property Acquisition Policies Act of 1970,
displaced persons, businesses, or farm operations have been provided
relocation payments, if eligible, and relocation assistance. Dis-
placed individuals or families have been relocated to decent, safe
and sanitary housing or have been offered decent, safe, sanitary
and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-
of-way of the above referred to federal aid project have been author-
ized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 27th day of December, 1977

County of Union

Certified By:
Regional Right of Way Supervisor

Date: 3-22-78

RIGHT OF WAY SECTION
RECEIVED
JAN 13 1978
RE ☐ ☐ ASA ☐ FC ☐ CA ☐ RO ☐
FL

County Judge/Chairman

Harold Schwebke
Commissioner

Ralph Robinson
Commissioner

Instructions: Complete A or B and C.

LOCATION COST ESTIMATE AND QUANTITY SUMMA

SECTION Five Points Cr. (Hilgard) UNIT OR PART Bridge Sheet
HIGHWAY County Road # 3 PREFIX 231-1433 COUNTY Uni

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
1		Mobilization	Lump sum	All
2		Clearing & Grubbing	Lump sum	All
3		Guardrail (Type 3) in Stockpile	Lump sum	All
4		Loose Riprap - Class 700	Cu. Yd.	300
5		Fiber Filter	Sq. Ft.	1,500
6		Shoring & Cribbing	Lump Sum	All
7		Structure Excavation	Cu. Yd.	575
8		Struct. Excav. Below Elev. Shown	Cu. Yd.	25
9		Structure Concrete - class 3300	Lump sum	All
10		Reinforcement	Lump sum	All
11		4'x50'/55' Prestressed Slabs	Each	7
12		Metal Rail with Channel	Lin. Ft.	88
13		Toe Trench Excavation	Cu. Yd.	150
		Subtotal -		
		Contingencies at 4½%		
		Engineering at 10%		
		Total estimated cost - - - - - - - - - - - - - - - -		

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

ve Points Cr. (Hilgard) UNIT OR PART Bridge Sheet 1 of 1

unty Road # 3 PREFIX 231-1433 COUNTY Union

PEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
	Mobilization	Lump sum	All	6,600	6,600
	Clearing & Grubbing	Lump sum	All	1,000	1,000
	Guardrail (Type 3) in Stockpile	Lump sum	All	2,400	2,400
	Loose Riprap - Class 700	Cu. Yd.	300	12.00	3,600
	Fiber Filter	Sq. Ft.	1,500	0.35	525
	Shoring & Cribbing	Lump Sum	All	2,000	2,000
	Structure Excavation	Cu. Yd.	575	15.00	8,625
	Struct. Excav. Below Elev. Shown	Cu. Yd.	25	15.00	375
	Structure Concrete - class 3300	Lump sum	All	20,000	20,000
	Reinforcement	Lump sum	All	6,000	6,000
	4'x50'/55' Prestressed Slabs	Each	7	2,500	17,500
	Metal Rail with Channel	Lin. Ft.	88	35.00	3,080
	Toe Trench Excavation	Cu. Yd.	150	5.00	750
	Subtotal -				$72,455
	Contingencies at 4½%				$ 3,260
	Engineering at 10%				$ 7,246
	Total estimated cost - - - - - - - - - - - - - - - - - -				$82,961

1/2

Five Points Cr. (Hilgard) Bridge

1. Mobilization - estimated @ 10% of the value of other bid items.

2. Clearing & Grubbing - this item provides for that clearing and grubbing necessary to complete the structure only.

3. Guardrail (Type 3) in stock pile - we've estimated minimum length guardrail runs on each corner of the structure - total of 100'.

4. Loose riprap - class 700 - quantity estimated for protection of the structure abutments only.

5. Fiber Filter - quantity estimated for that portion of riprap placed for the protection of the structure abutments only.

6. Shoring & cribbing - estimated in comparison with 'Contract # 8595

7. Structure Excavation - estimated footing depth from preliminary test hole data. Excav. aprox 20' deep.

8. Structure Excav. Below Elev. - strictly a guess!

9. Structure Conc. Class 3300 - estimated in comparison with Lookingglass Cr. (Palmer Jct.) Br. - Contract 8595.

10. Reinforcement - estimated in comparison with Lookingglass Cr. Br. - Contract 8595

11. 4'x50'/55' Prestressed Slabs - Costs from Salem.

12. Metal Rail with Channel – estimated length based on 50' span and Contract 8595. Costs from Region 5 summary bids.

13. Toe Trench Excav. – estimated quantity for riprap required to protect the structure.

8774 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Five Points Creek Bridge

DATE: December 27, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JAN 17'78
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible].

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz, Reg. 5
G. A. Starkey, Dis. 13
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 540

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S.COULTER

11-18-77
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 540 Due Date: ________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
NOV 28 1977
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 540 Due Date: DEC 23 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION WILL COORDINATE CULTURAL RESOURCE PROTECTION IN THIS FIVE POINTS BRIDGE PROJECT IN UNION COUNTY WITH THE STATE HISTORIC PRESERVATION OFFICE.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David G Talbot

8794 8

December 14, 1977

Union County Court
Courthouse
La Grande, OR 97850

Attention: Shirley L. Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6257

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Five Points Creek Bridge Section on Hilgard Road in Union County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8794 8

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

SALEM, OREGON 97310

306 STATE LIBRARY BLDG.

ROBERT W. STRAUB
GOVERNOR

Dept. of Transp.

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Five Pt Creek bridge Due Date: ____________

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed 215000⁰⁰ Local 35000. 250 000⁰⁰

PROGRAM REVIEW AND COMMENT

__________ We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

FILE

BEN GIFFORD

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE ☐] OPE ☐
DEC 9 1977
File: PM FA
LG OP
TAA ______

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

Agency ______________ By John W Buck

Cable Address — ORECONDEV

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 18, 1977

TO
Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM
Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT
General Permit for Fills in Navigable Waters
Section: Five Points Creek Bridge
Highway: Union County Road #3
County: Union

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
C. T. Keasey
D. E. Keyes

copy Versteeg
Christensen
George
Olson
Turpin
to copy Sullivan
Scott
Savage

RECEIVED
NOV 18 1977
ENGINEERING SECTION

1 Trout
Do Not File ☐
Return To
Bring Up / /
Action

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

(#2)

8774

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 18, 1977

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Five Points Creek Bridge
Highway: Union Co. Rd. #3
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 19, 1977.

BLG: lml

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5, W. E. Schwartz
District 13, Clayton Ansell
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

1 Versteeg ✓
copy Christensen
George
2 Olson
Terpin
copy Sullivan
3 Scott

Savage

RECEIVED

NOV 22 1977

ENGINEERING SECTION

2 Trout

Do Not File
Return To
Bring Up / /
Action

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Five Points Creek Bridge

11 12] PROJECT LOCATION—CITY: Union County Road #3 — PROJECT LOCATION—COUNTY: Union — PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The proposed project includes bridge replacement and minor highway realignment [71

07 12] west of the structure. Union County will acquire necessary right-of-way and [71

08 12] construct realigned highway and bridge approaches. (Note Location and Design [71

09 12] Alternatives.) [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000	------	------	35,000	-------	250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: November 18, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December — 43] DAY [44: 19 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 18, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of NON-MAJOR environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR
505-3100 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 26, 1977

Section Five Points Creek Bridge

Unit (if appl)

County Union

City

Highway Union County Road #3

State Hwy. No.

Termini: M.P.(if appl) 0.2 mile west of Hilgard

Length

Region 5

Construction Estimate $250,000
Program Amount

B. Purpose of Project:

To replace a deteriorating wooden bridge over Five Points Creek with a new, prestressed concrete structure.

C. Origin & History of Project:

Bridge replacement was a part of a more comprehensive project involving the elimination of two railroad crossings (December, 1975). That project was cancelled for lack of funds.

D. General Description of Project:

The proposed project includes bridge replacement and minor highway realignment west of the structure. Union County will acquire necessary right of way and construct realigned highway and bridge approaches. (Note Location and Design Alternatives.)

Alignment: New ________ Existing ________ Combined X

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ________

Proposed Facility: Projected ADT ________; Yr. ________

Projected Level of Service ________

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels ______

Acres Less than 2; Type of Relocation Req. ______; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material for bridge approaches can be obtained from one of several existing materials sites.

Type of Structure(s):

Prestressed concrete bridge.

Brief Description of River or Stream and Type of Involvement, if any:

The proposed structure would span Five Points Creek, a tributary of the Grande Ronde River.

Local City, County or COG priorities of project:

Project was proposed by Union County Court.

FHWA and/or OSHD approvals given, if any:

Approval pending.

Location or Design Alternatives (identify and describe):

The present bridge is located on the tangent of a tight curve. The proposed structure would be skewed and the curve flattened to increase visibility. A general road realignment has been considered. The specific realignment would minimize additional right of way and elimination of trees.

Other Descriptive Information or Comments:

Land incorporated in realignment consists of undeveloped river bottom.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is situated within the Five Points Creek canyon. Elevation at the existing bridge is about 3,000 feet msl. The canyon is enclosed by steep grass and pine covered hillsides. Five Points Creek joins the Grande Ronde River about one mile from the project area. The area is frequented by hunters in deer season. Summer steelhead spawn in Five Points Creek. The stream is ordinarily low and warm in the latter part of the summer. The proposed project would not seriously diminish wildlife habitat. Construction would not coincide with anadromous fish runs. The project would be monitored to insure that raw concrete does not enter the stream.

2. Cultural:

Five Points Creek canyon contains the mainline tracks of the Union Pacific Railroad, Union County Road #3, scattered "stump ranches" and the community of Hilgard. Much of the canyon consists of undeveloped, timbered rangeland. Small farmsteads are located on alluvial flats. It is doubtful that the occupants earn a living from the land. Most work in the Grande Ronde Valley (i.e., La Grande) but prefer to live away from populated centers.

Less than two miles of Union County Road #3 is paved. North of the project area, the road deminishes considerably. Its primary function is to link the community of Hilgard and nearby "ranches" with Interstate Highway 5. The road parallels U.P.R.R. tracks through much of the canyon. The proposed project would constitute a decided advantage to local residents. Safety would be enhanced in terms of better visibility and greater bridge load capacity.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Proposed road realignment would involve unimproved bottom land. One or more large cottonwood trees would have to be removed.

2. Estimated Impact on Traffic Patterns:

   During construction, traffic would cross Five Points Creek on the existing bridge or a large culvert pipe placed in the stream for that purpose. Existing bridge or pipe would be removed after project is completed.

   Consequences--Air Quality, Noise, Safety, etc.:

   Safety would be enhanced. Noise and air quality would not be materially affected.

3. Estimated Impact on Land Use:

   Realignment of the county road would require the acquisition of less than two acres of unimproved land.

   Consequences:

   No significant consequences. Some cottonweed trees and brush would have to be cut.

4. Expected Impact on Natural Ecological Resources:

   Some amount of wildlife habitat would be removed.

   Consequences:

   Insignificant.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern identified.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With: Consistent.

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be prepared if required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

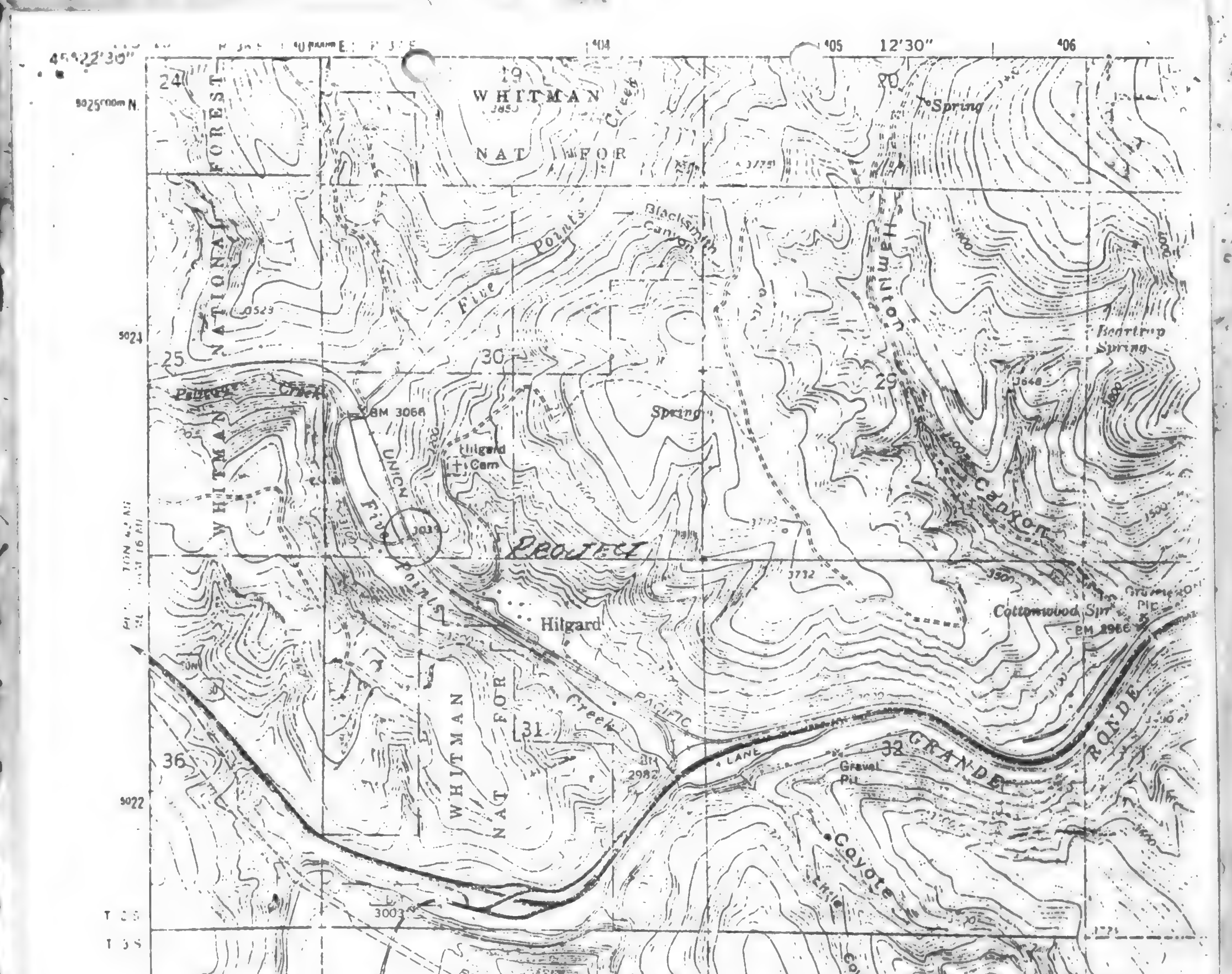
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Project is limited in scope, non-controversial and is not detrimental to local ecosystems.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


45°22'30"
404
405
12'30"
406
5025000m N.
5024
5022
5021
20'
5020
5019
WHITMAN NATIONAL FOREST
WHITMAN NAT FOR
Five Points Creek
Blacksmith Canyon
Hamilton
Spring
Beartrap Spring
Pelican Creek
BM 3066
UNION
PACIFIC
Hilgard Cem
PROJECT
Hilgard
Cottonwood Spr
BM 2966
Loop Canyon
GRANDE RONDE
LANE
Gravel Pit
Coyote
Little Coyote Canyon
Canyon
Rock
PIPELINES
OLD RAILROAD GRADE
BM 3041
BM 3421
3003
3544
19
20
24
25
29
30
31
32
36
1
5
6
7
12

3774

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Five Points Creek Bridge
Union County Road #3
Union County

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 17 1977
ENGINEERING SECTION

[✓ Trout]
Do Not File ☐
Return To
Bring Up: / /
Action

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
~~R. E. Royer~~
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
E. S. Hunter
Date 11-9-77

81-125-1387

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: October 27, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-3100(-)
Five Points Creek Bridge
Union County Road #3
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 29, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

S

8774 Form 81-734-3030

H1F0002

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hilgard Intchg.-Five Points Creek 803 Date Nov. 7, 1977 19

Highway County Road #3 Authorization No. 1

County Union Survey Prefix 231-1433 (Assigned by Salem office)

Description of termini, route, length, etc.: ¼ mile Northwest of Hilgard

Purpose of survey: Design Structure

Estimate of cost: Bridge 906 10,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Perpin Location Engineer

Approved: E S Hunter

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

STATE [illegible] ☒ CONST
FED-AID [illegible] ☒ CONST ☒
[illegible]

8774

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
La Grande Ranger District
La Grande, OR 97850

5400
September [illegible], 1977

Mr. Alvin Campbell
Union County Road Department
Union County Courthouse
La Grande, OR 97850

Dear Alvin,

This letter will document your authorization to enter upon National Forest land in the Hilgard area to survey the proposed road realignment and bridge location in the SW 1/4 of Section 30, Township 2 South, Range 37 East.

Upon completion of the survey and with our approval of your plats, we will issue the County a USDA easement for the construction and use of said road. At this same time, you will vacate those not needed and we will issue the County a USDA easement from the beginnings of our road S112 from the County's existing road to Hilgard across the U.P. railroad crossing and to include the new proposed access to Hilgard intersection.

We hope this will satisfy your immediate and future needs.

Thank you for your cooperation.

Sincerely yours,

Roy Sines
ROY SINES
District Ranger

6200-11 (1/69)

12-22-77

8774

Form E-39 (Rev. 9-71)

23114

~~HIF0992~~

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Five Points Creek Bridge SOS

Date August 31, 1977

Highway Hilgard County Road

Authorization No. 1

County Union Region 5 District 13

Survey Prefix 231-1935 (Assigned by Salem office)

Description of termini, route, length, etc.: To replace the existing bridge over Five Points Creek located approximately 0.2 miles northwest of the the settlement of Hilgard in Section 25, T. 2 S., R. 37 E., W.M.

Purpose of survey: Prepare plans, specifications and estimate of cost for the replacement of the existing structure on new alignment, County will comstruct the new approaches and revised alignment, obtain the necessary right of way.

SOS-3100(1)

2-2-78

Estimate of cost:

Field	901	1,500
Plans	905	500
~~Structural Design~~	~~906~~	~~10,000~~
Soils	910	500
Utility	914	500
Hydraulics	918	500
Specifications	921	500
Environmental	923	500
Foundation Exploration	926	2,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 6,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

F.L.Epley F. L. Epley XXX Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Services Eng

SP*23604-734

FA 303

5774

8

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

UNION COUNTY
Proposed SOS-R Project

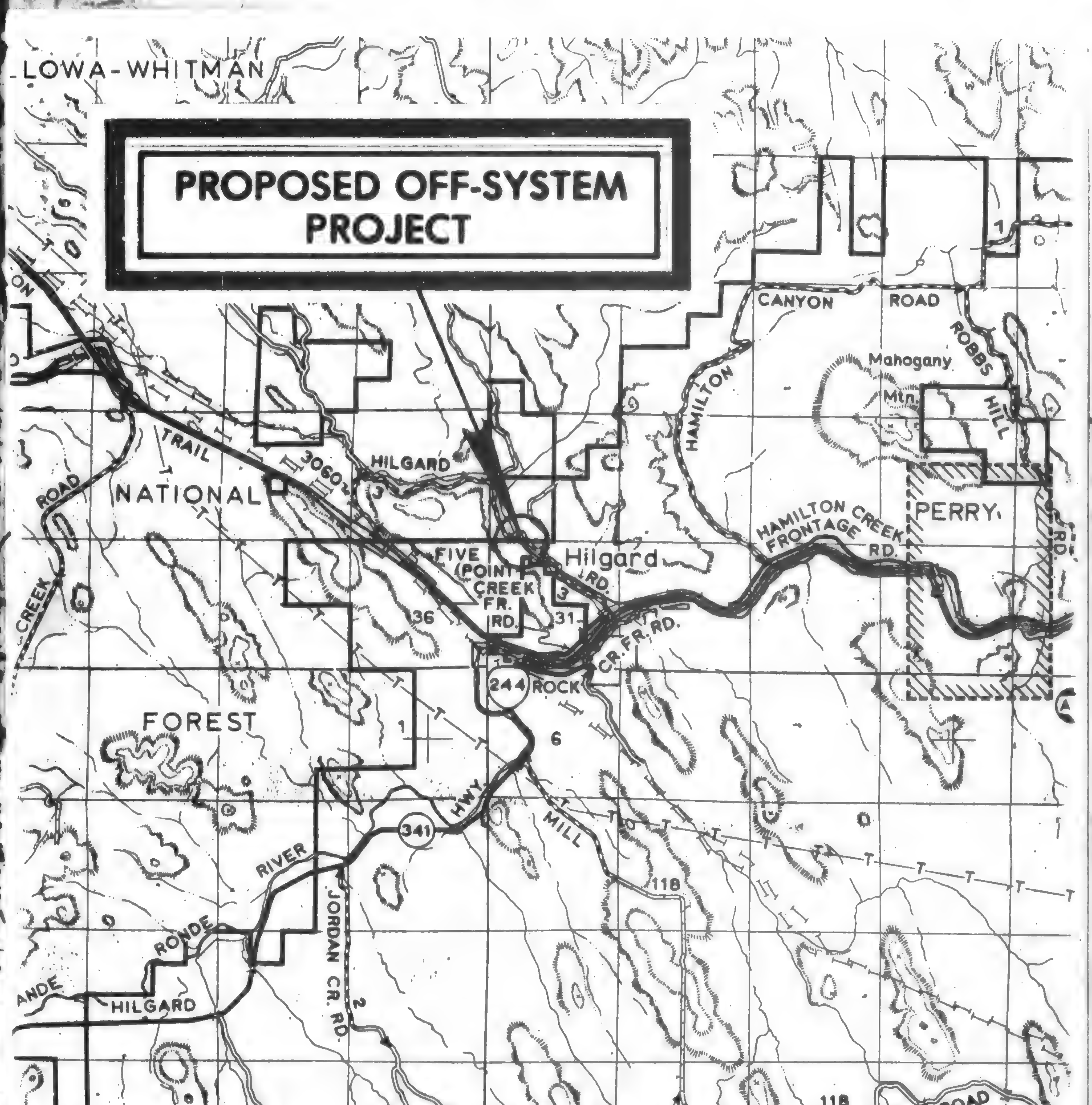
Five Points Creek Bridge
Hilgard Road
Structure
$250,000

This project consists of constructing a prestressed concrete structure across Five Points Creek on new alignment south of the existing bridge. County will construct approaches and perform all road work necessary to connect the structure to the realigned Hilgard Road.

County will acquire any necessary right-of-way at their expense.

State will perform the preliminary and construction engineering. State will provide bridge design at no cost to the project.

77-a
7/5/77



PROPOSED OFF-SYSTEM PROJECT

8774

OSR

**OREGON STATE
HIGHWAY DIVISION**

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1976

The Honorable Earle C. Misener
Union County Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Proposed Off-System Project - Hilgard Intchg.-Five Points Creek Section

As you know, Congress has continued the Safer Off-System Road Program in the 1976 Highway Act, however, an appropriation bill funding the program was not acted upon prior to their recent adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

Your request for the Highway Division to perform the necessary engineering on your project has been approved; however, no work may be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Vern Cusack
R. H. Prange
J. A. Schlieski

RECEIVED
COUNTY & CITY SECTION
NOV 22 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☒ OPE ☒ CE ☐ RE ☐ WPE ☐

Form 81-734-3123

8794

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 15, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed Off-System Project
Hilgard Intch.-Five Points
Creek Section
County Road No. 3
Union County

TO: R. H. Prange
Local Programs Manager
County/City Unit

SALEM

Attached is a project request submitted by Union County for the above project.

The project was originally proposed under Title II, Section 230 but was denied funding by the FHWA. The scope of the project has not changed, and it is felt the attached environmental assessment, identified as Category 3 Non-major, would still be appropriate.

In reviewing the 1977 Annual Program, I fail to see the project listed. This is the first off-system project requested by Union County, and I feel we should amend the program to include the project. As you will recall, this project was initially encouraged by FHWA staff only to get bogged down with the demanding funding requirements.

The County has requested the State to perform the necessary engineering on the project. We have ample crews to perform this service.

Please advise if additional information is required to process the application. Your approval is recommended.

RCL/dlm
Attachments

cc: Judge Earle Misener
Alvin Campbell
J. A. Schlieski, with attachments
Verne Allen
Harlin Gerlach

P.S. Authority for Survey also attached.

MAINOR-GARY

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ DPE ☐

8794

FEDERAL AID PROJECT REQUEST

Date October 12, 1976

Applicant Agency Union County
Request for: Off-System X , FAS-C____, FAUS____ Project
Federal Aid Route No.______ Route Name Road No. 3
Project Name Hilgard Interchange - Five Points Creek Sec.

Project Length______ Project Location (Attach sketch map)
Project Description Construct prestressed concrete slab structure. Grading, drainage and rock surface to be constructed by County.

Average Daily Traffic 50 Design Speed 50

Complete Applicable Sections:

S05-3006 ( )

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-24 Travel Lanes 2 Shoulders None
Medians None Parking None
Sidewalks None
Remarks 14' width through town of Hilgard

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2-10' Shoulders 4'
Medians None Parking None
Curbed NO Length Curb Radii N/A
Sidewalk/Bikeway Low use - not justifiable
Remarks______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum______ Maximum______

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No______

3. Will additional right-of-way be needed? Yes X No______
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No X
Remarks County will obtain right-of-way for this project.

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location N/A

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks N/A

3. Permanent Signing:

Include in project or by applicant? By County

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location N/A
Type N/A

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Five Points Creek - 1/4 mile N.W. Hilgard
Type Timber
Approach Roadway Width 18' Shoulder Width
Length 50' Width 16'
To remain in place? No

2. Proposed Structure:

Location Five Points Creek

Approximate Size: Length 100 Width 28

Are sidewalk/bikeways desired: No - low usage will not justify

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Union Pacific Railroad
   Existing Crossing Protection Automatic lights, bell and gate arm

2. Will existing railroad crossing be altered? Yes - 2 grade crossings will be eliminated

   Remarks Realigned roadway will allow use of protected crossing constructed by United State Forest Service.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Alvin Campbell, Roadmaster Office
2. Environmental	Alvin Campbell, Roadmaster Office
3. Public Hearing	Alvin Campbell, Roadmaster Office

Remarks Project has been assigned category 3, non-major status.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly: Grading, drainage, rock surface

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	130,000.00
Railroad	0
Other	0
Preliminary engineering	6,000.00
PROJECT TOTAL	$ 136,000.00

Remarks County is requesting bridge design at no cost under ORS 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~CITY OF~~ ________ and/or Union COUNTY

By Alvin H Campbell
Roadmaster

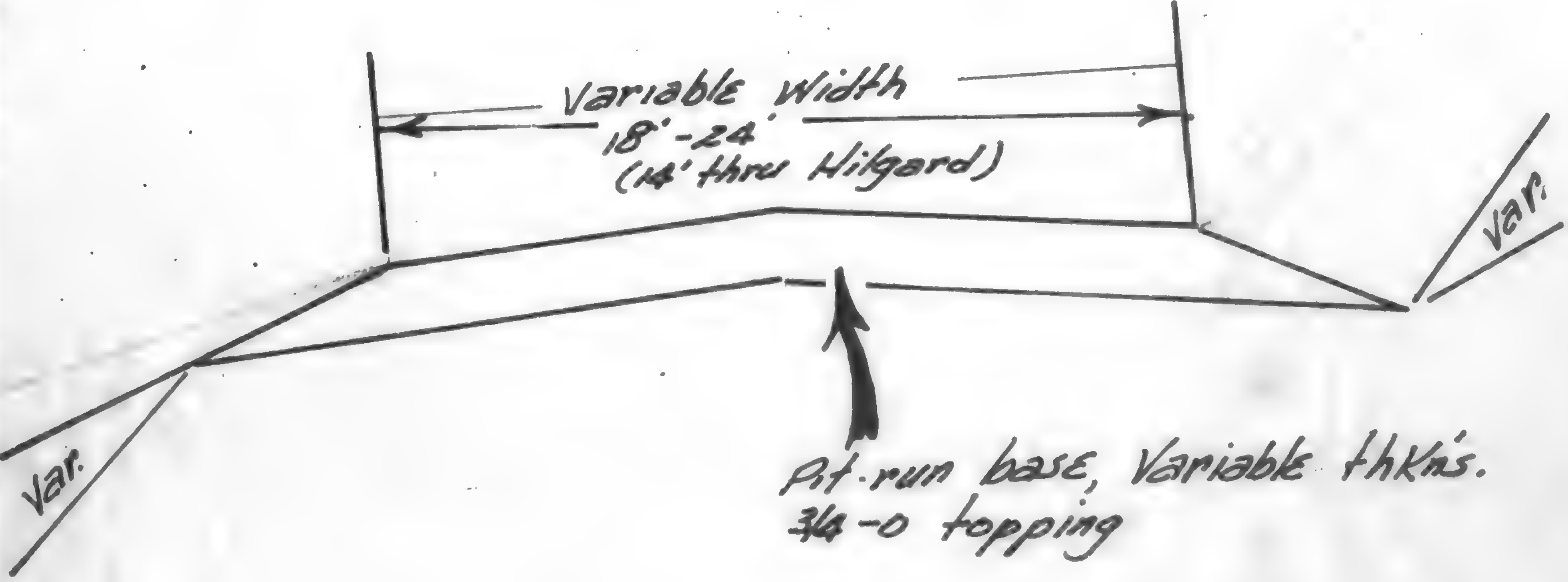
By________

By________

By________

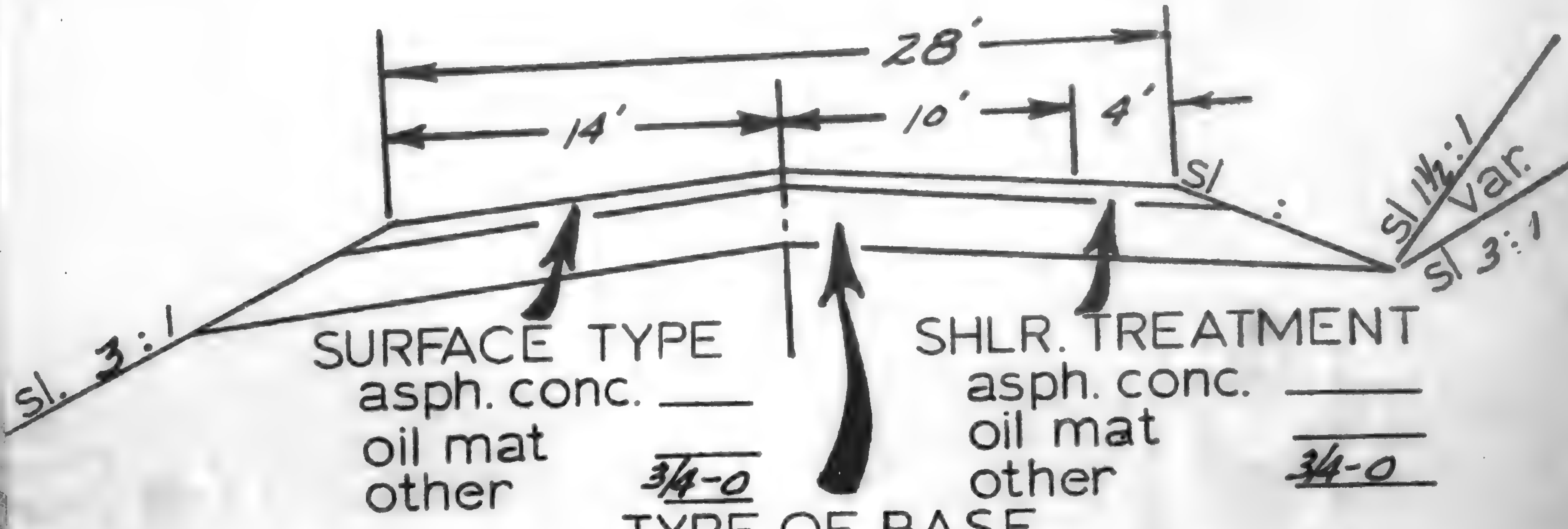
By________

EXISTING TYPICAL SECTION



Pit-run base, Variable thkn's.
3/4-0 topping

PROPOSED TYPICAL SECTION



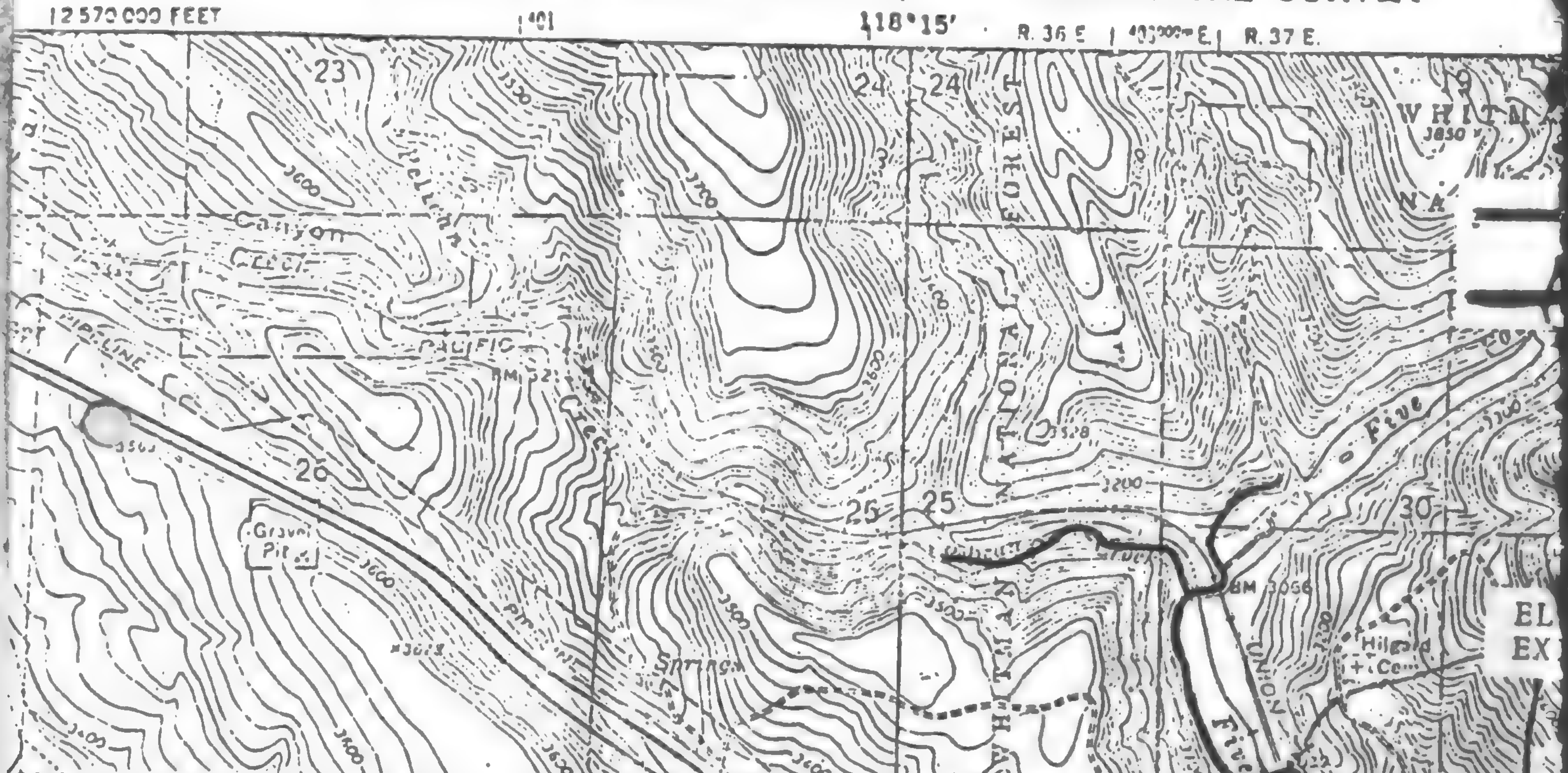
SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4-0

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4-0

TYPE OF BASE
pit or quarry run x
crushed rock ____
asph. or cem. treat. ____

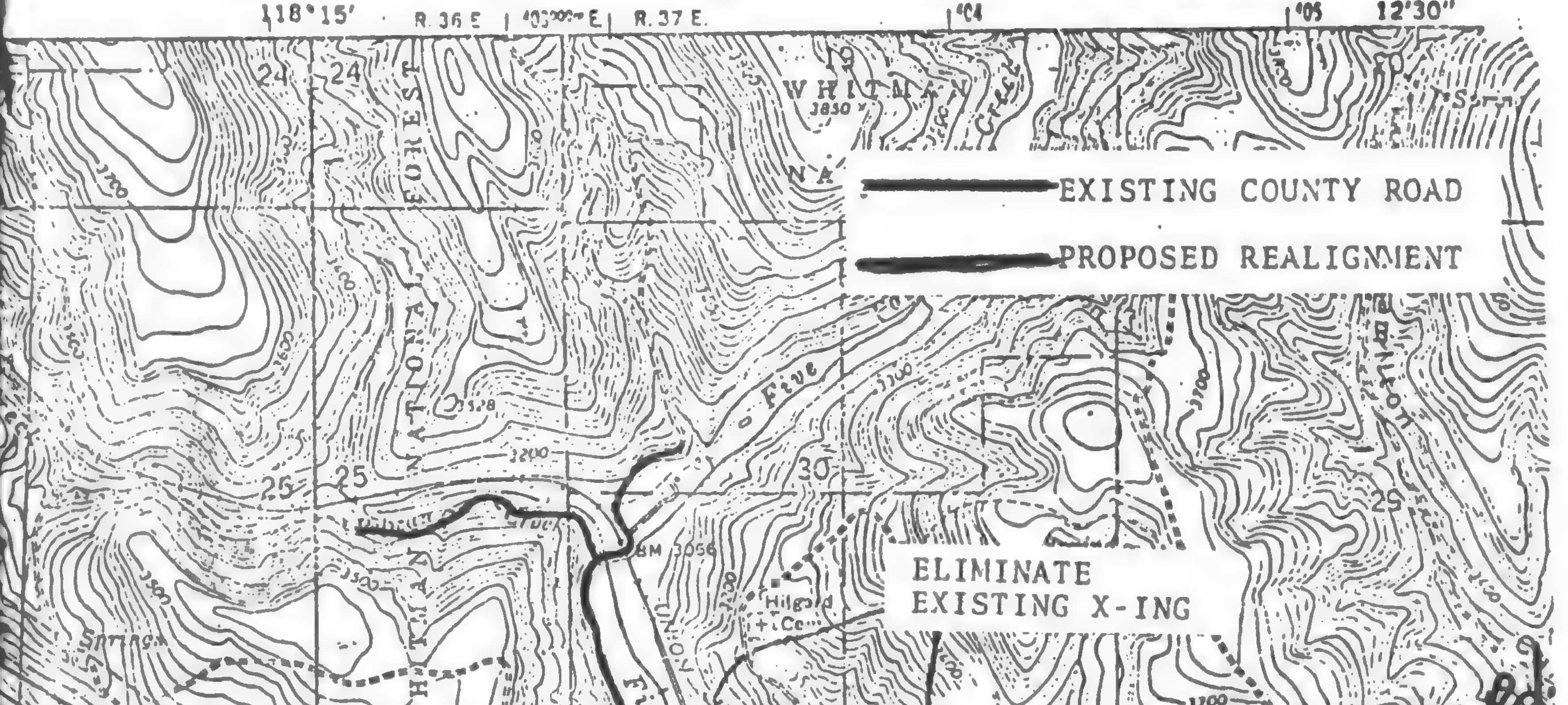
KAMELA SE QUADRANGLE
OREGON–UNION CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



QUADRANGLE
-UNION CO.
ES (TOPOGRAPHIC)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



8794

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 28, 1976

FILE: PRO 4-3

FROM: L. W. R[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Hilgard Intchge.-Five Points Cr.
Five Points Creek Road
Union County

☒ RE ☐ RCE ☐ RBE ☒ RME
☒ ROE FEB 6 1976 ☒ L 2-6-76 gl
☐ RDE RECEIVED REGIONAL OFFICE ☐

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

EAH
1-29-76

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

cy Fillmore
2-6-76 gl

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info | Invest | R/D | Draft | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 22, 1976

In reply refer to: 104108.5

SUBJECT: Oregon Project SRS-0005(-)
Hilgard Interchange-Five Points Creek Section
Five Points Creek Road
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Julien's January 12, 1976 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
FOR
Info | Inves | R/O | D/R | Sem | Act | File

PROJECT MANAGEMENT
JAN 26 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Hilgard Interchange-Five Points Creek Section (Section) SRS-000S(-)

Location of Project Five Points Creek Road (Highway Name) County Road #3 (Highway No., US - ORE)

(City) Union (County) V (Region)

Program SR (Funding) $200,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To eliminate two hazardous railroad crossings on Union County Road #3 by realigning a portion of the existing road. The proposed project entails (1) constructing two new road segments totalling 0.8± mile, (2) constructing a new bridge across Five Points Creek and (3) up-grading approximately 0.3 mile of Forest Service road (note sketch).

Origin and History: Area residents are concerned about these unprotected crossings and have asked the county to correct the situation. Union County considers the proposed project to be top priority.

C. DESCRIPTION OF PROJECT

Length 0.81±

Termini New segments, Forest Service road and proposed bridge location are depicted on the accompanying sketch.

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
___ PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Largely unimproved grazing land. Approximately 3.6 acres of additional right-of-way is required.

Typical Section Two 12-foot travel lanes; gravel shoulders.

Structures One new structure on the improved alignment to span Five Points Creek (note sketch).

Characteristics (ADT) 50 with higher usage during hunting season.

Other General Information (or Supplemental information to items) The proposed realignment would utilize a closed crossing that presently has automatic gates. A secondary benefit of the project is the elimination of the existing bridge across Five Points Creek which is a badly deteriorated log structure. Cattle trucks and hay trucks use the bridge.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Construction of overpass to cross railroad cost would be prohibitive.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ May be Required ☒ Recommended (offered)

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located about ten miles west of LaGrande in the relatively narrow canyon of Five Points Creek. Elevation at this location is about 3,000 feet msl. Steep, grassy slopes spotted with ponderosa pine rise 500 to 700 feet above the canyon floor. Five Points Creek joins the Grande Ronde River less than a mile from the project area. Although Five Points Creek takes on the characteristics of an intermittant stream during the late summer, it supports steelhead and rainbow trout. This must be taken into consideration when planning construction activities. A variety of wildlife indigenous to the Blue Mountains may be found in the vicinity. The area is extensively hunted during deer season.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Much of the existing rock-surfaced road parallels Five Points Creek and the main line of the Union Pacific Railroad. The road essentially dead-ends about 1 mile above the settlement of Hilgard; it is enclosed by the Wallowa-Whitman National Forest. The road is primarily used by Forest Service personnel, railroad employees, ranchers, sportsmen and residents of Hilgard. The environmental quality of this sparsely settled area is relatively high. Construction activities would have a minimal affect on the area. Residents of Hilgard are employed locally. A school bus transports children to LaGrande. No utilities are in conflict with the proposed project.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 3.6 acres of unimproved grazing land.

Consequences:

Minimal affect on range land.

2. Estimated Changes in Traffic Patterns:

Proposed realignment would replace two railroad crossings with a single new crossing. "Through traffic" (that not originating in or bound for Hilgard) would use the proposed section south of the railroad.

Consequences:

Improved traffic safety.

3. Estimated Changes in Land Use:

3.6 acres of unimproved range land converted to roadway.

Consequences:

No significant impact.

4. Expected Adverse Effects on Natural Ecological Resources:

None anticipated.

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION -

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

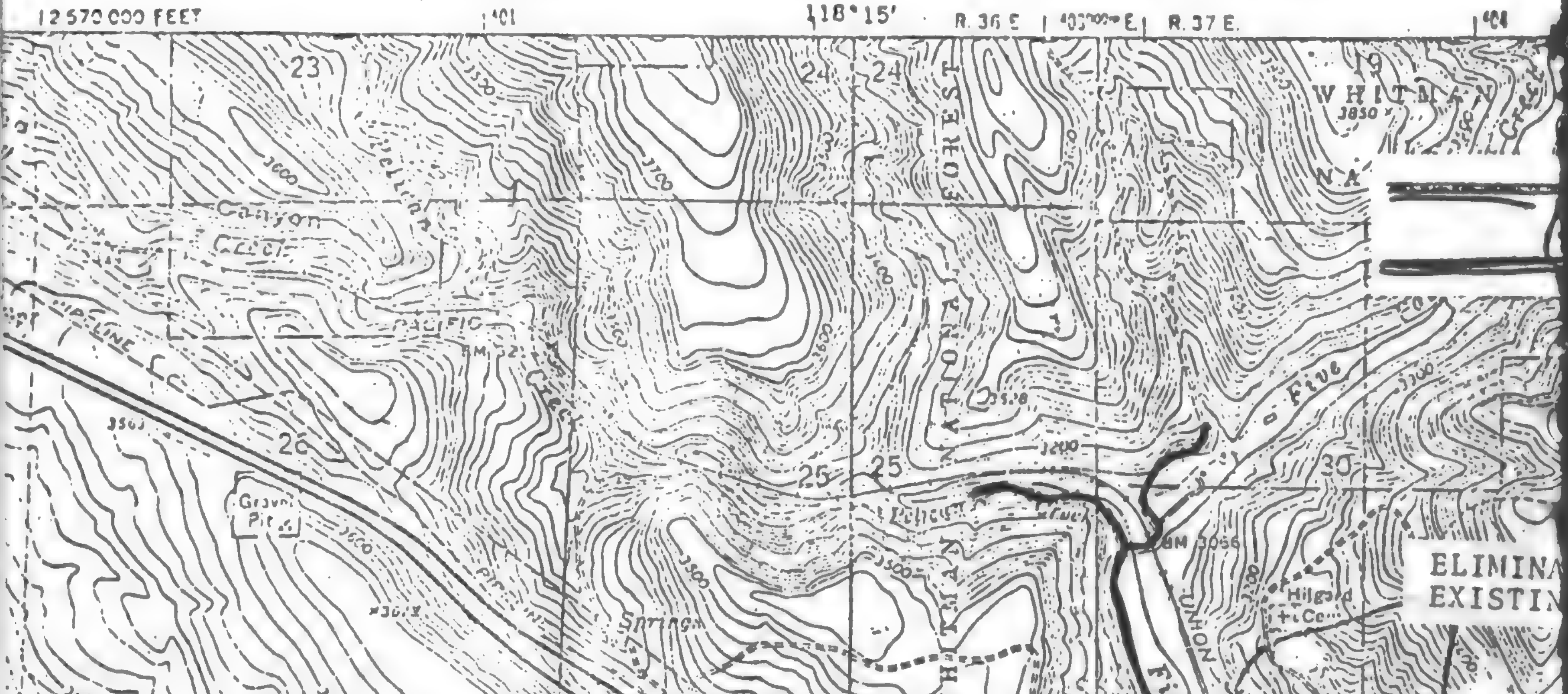
☐ State-Wide Negative Declaration

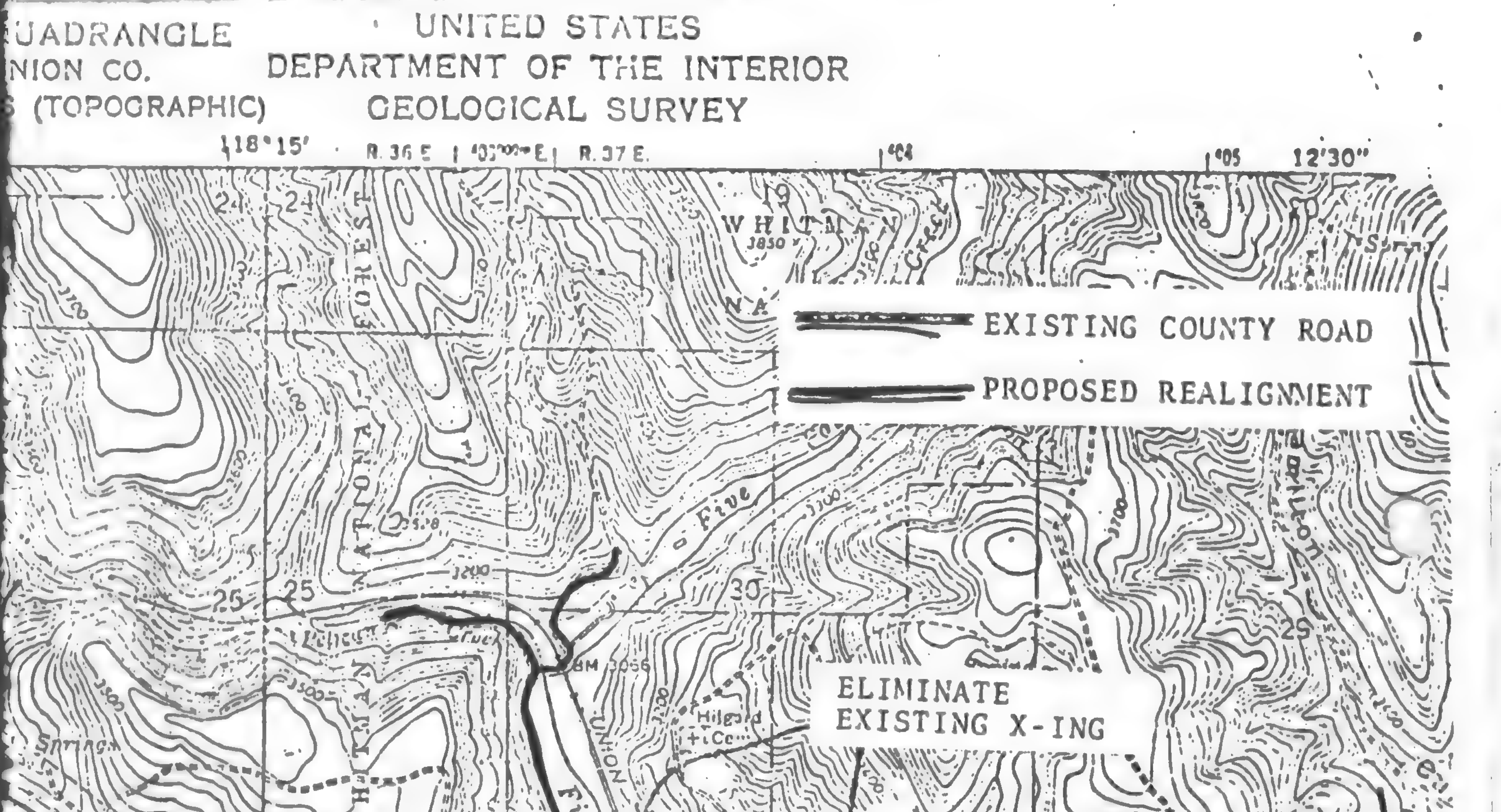
☐ Preliminary EIS

☐ Other________________________

KAMELA SE QUADRANGLE
OREGON–UNION CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

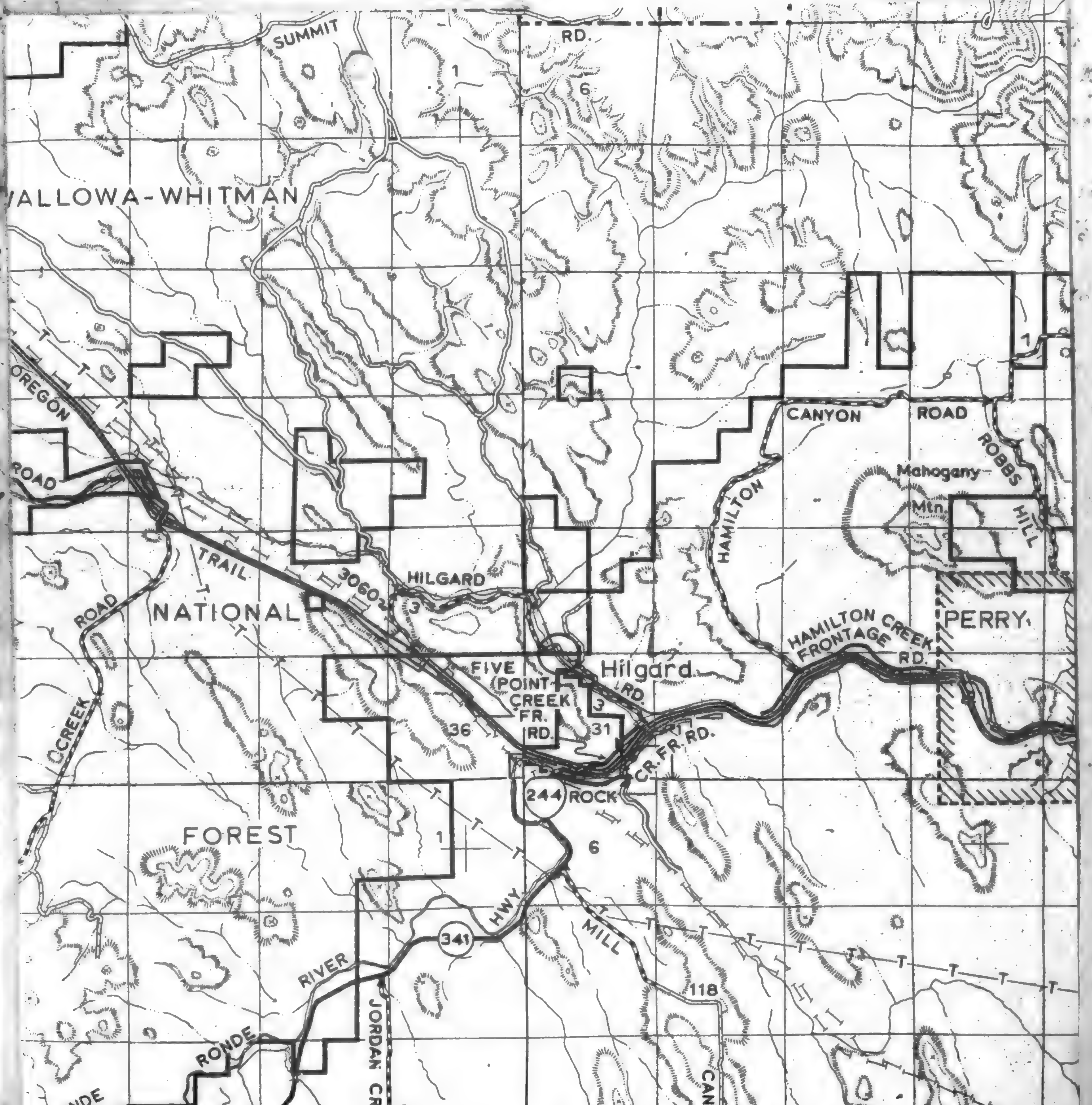


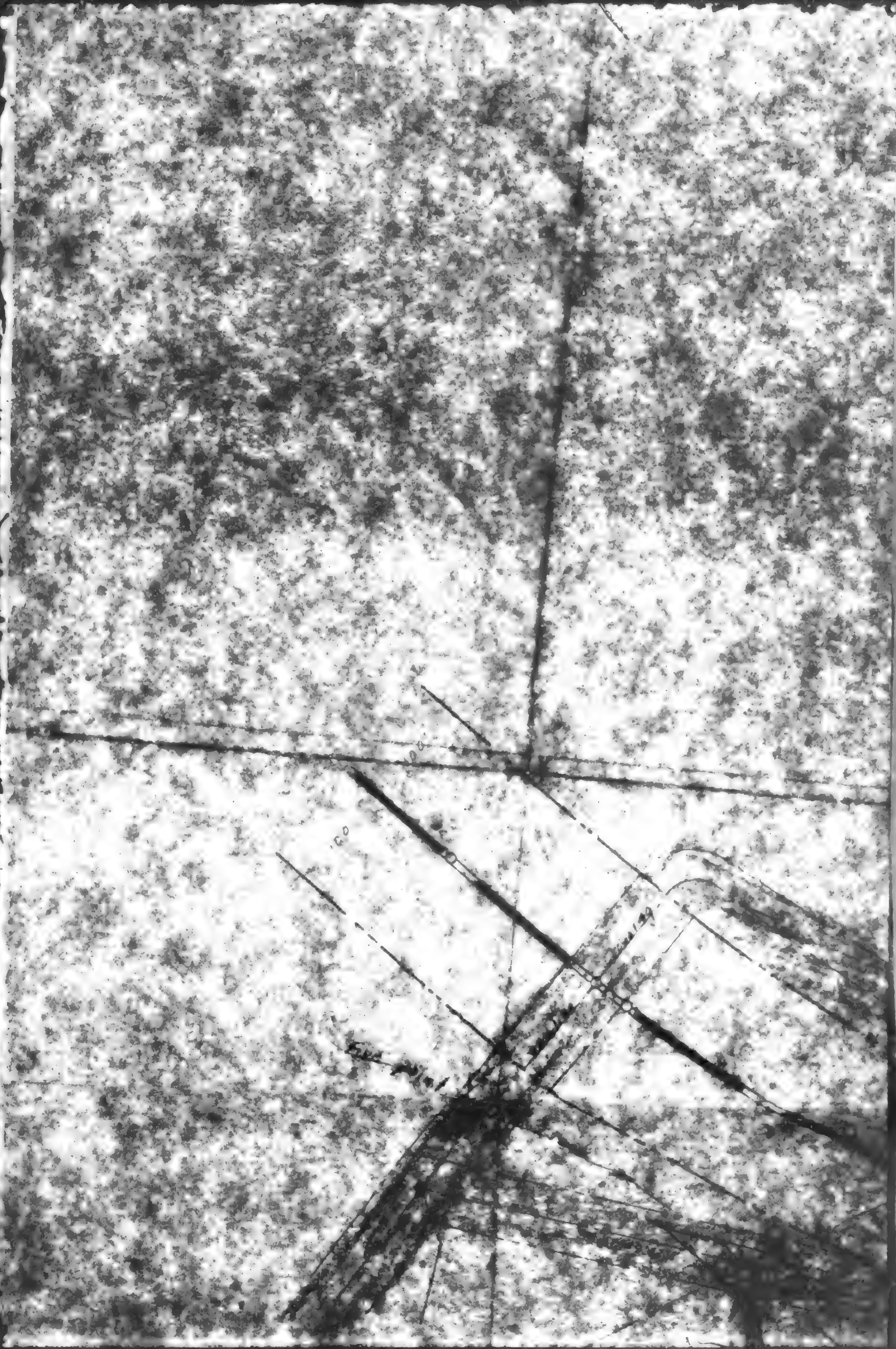


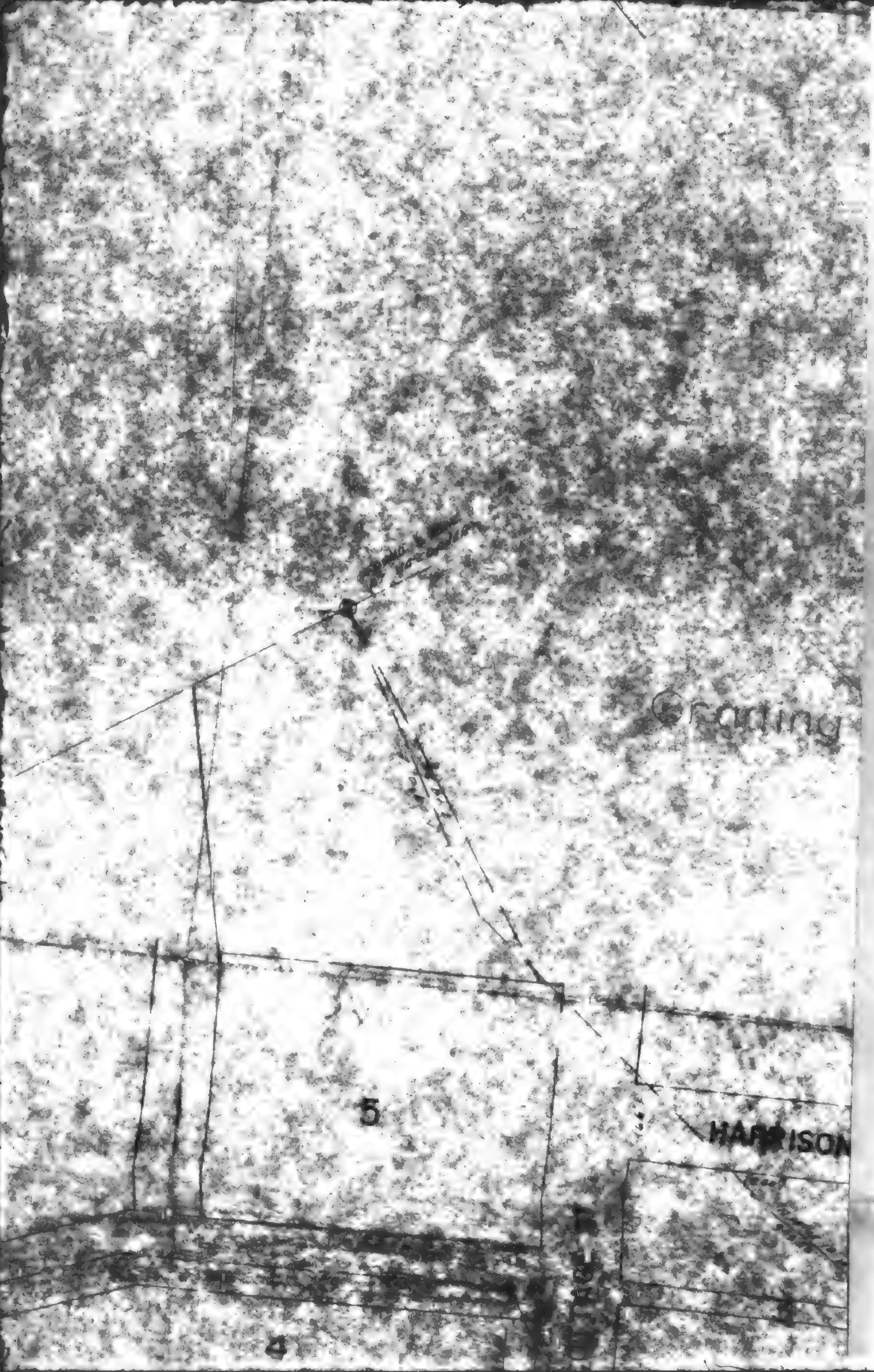
ELIMINATE
EXISTING X-ING

Existg USFS Rd
Gate king

NOTE: RAIL WYE
HAS BEEN REMOVED


SUMMIT RD.
1
6
WALLOWA-WHITMAN
OREGON
ROAD
TRAIL
3060
HILGARD
3
NATIONAL
ROAD
CANYON ROAD
ROBBS HILL
Mahogany Mtn.
HAMILTON
HAMILTON CREEK FRONTAGE RD.
PERRY
Hilgard
RD.
FIVE POINT CREEK FR. RD.
3
31
36
CR. FR. RD.
244
ROCK
CREEK
FOREST
1
6
HWY
341
MILL
118
RIVER
RONDE
GRANDE
HILGARD
JORDAN CR. RD.
2
CANYON
ROAD
COLEMAN
1




Grading
5
HARRISON
4
3

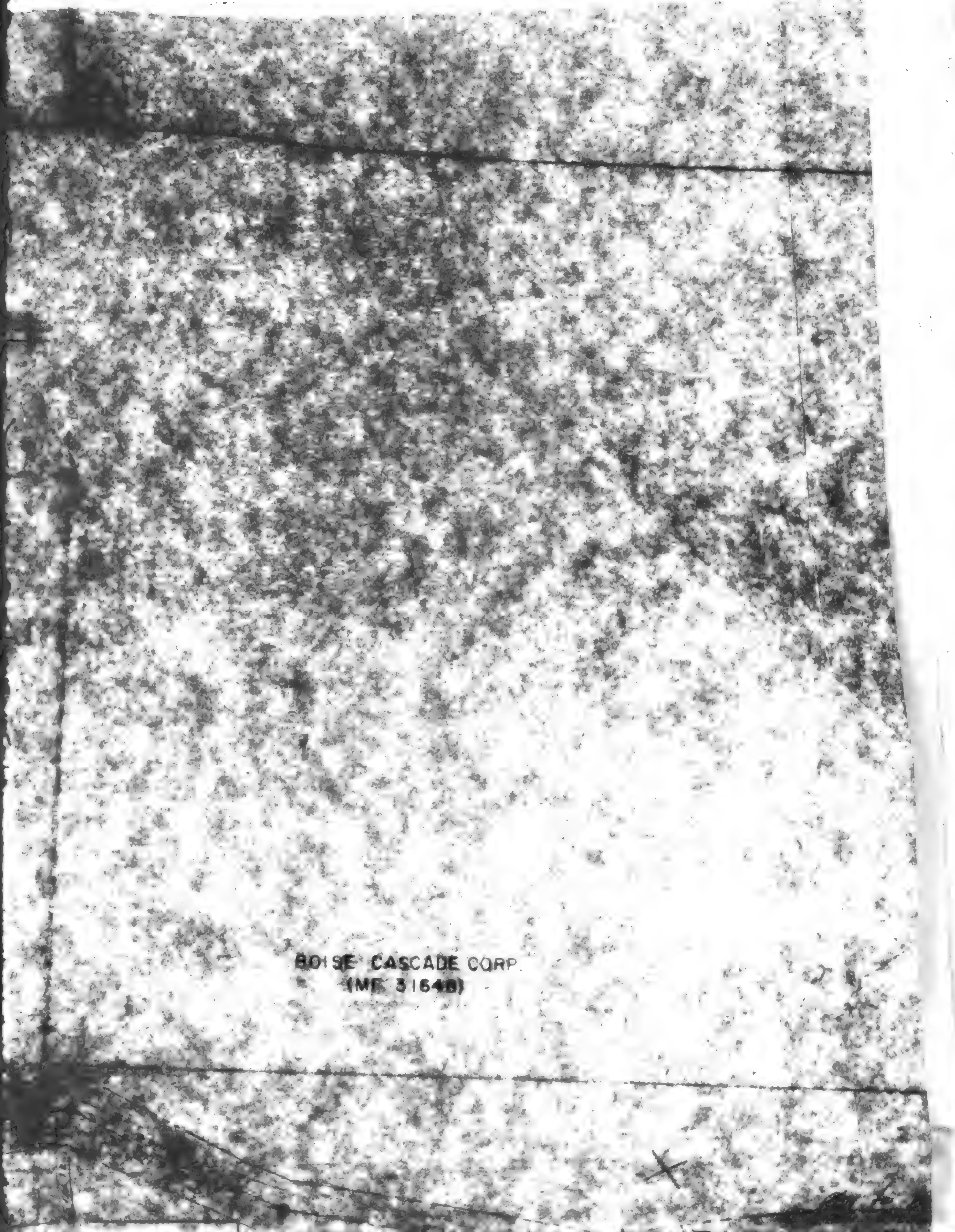
PROPOSED REVISION OF

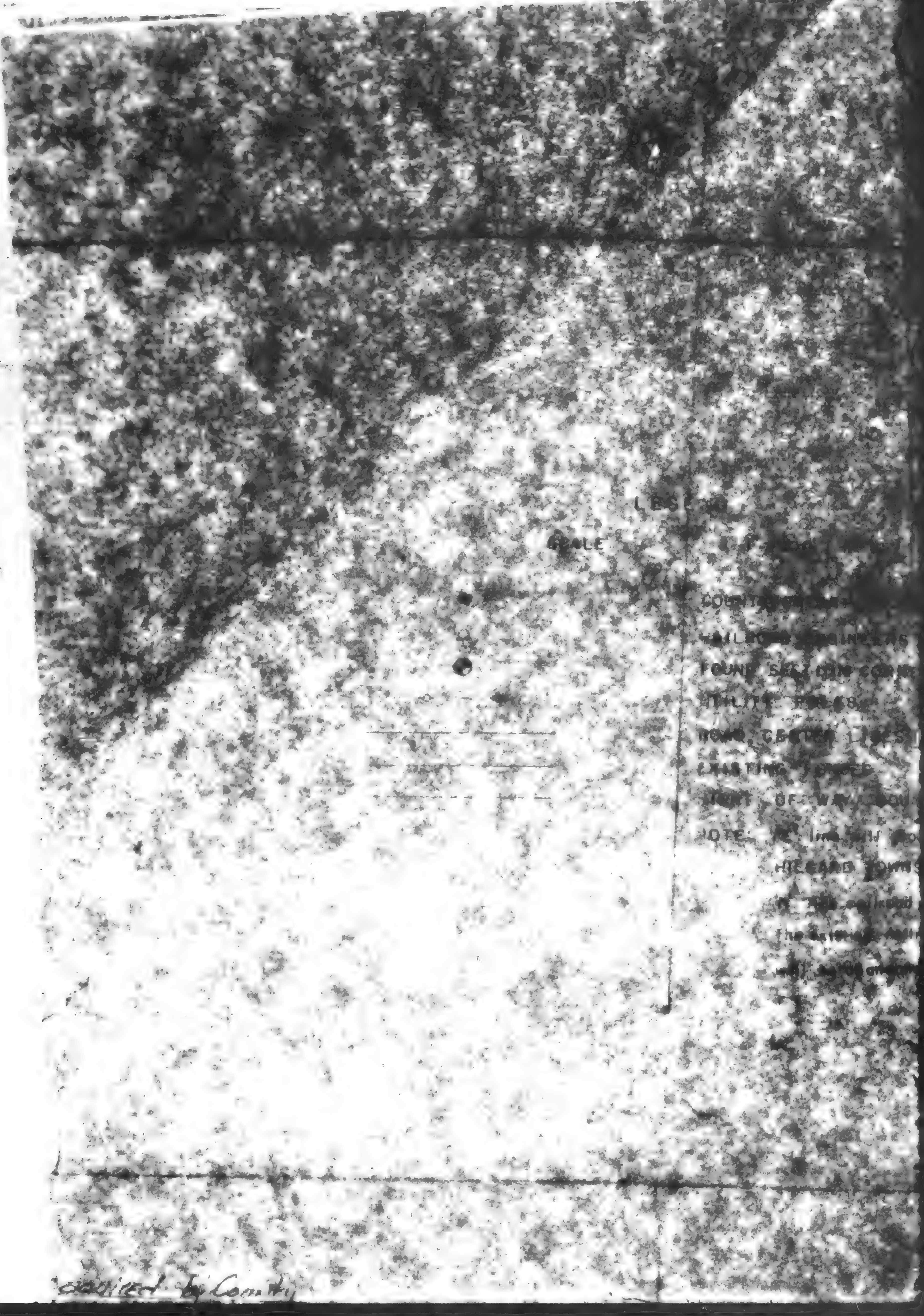
3

COUNTY ROAD NUMBER ~~27~~

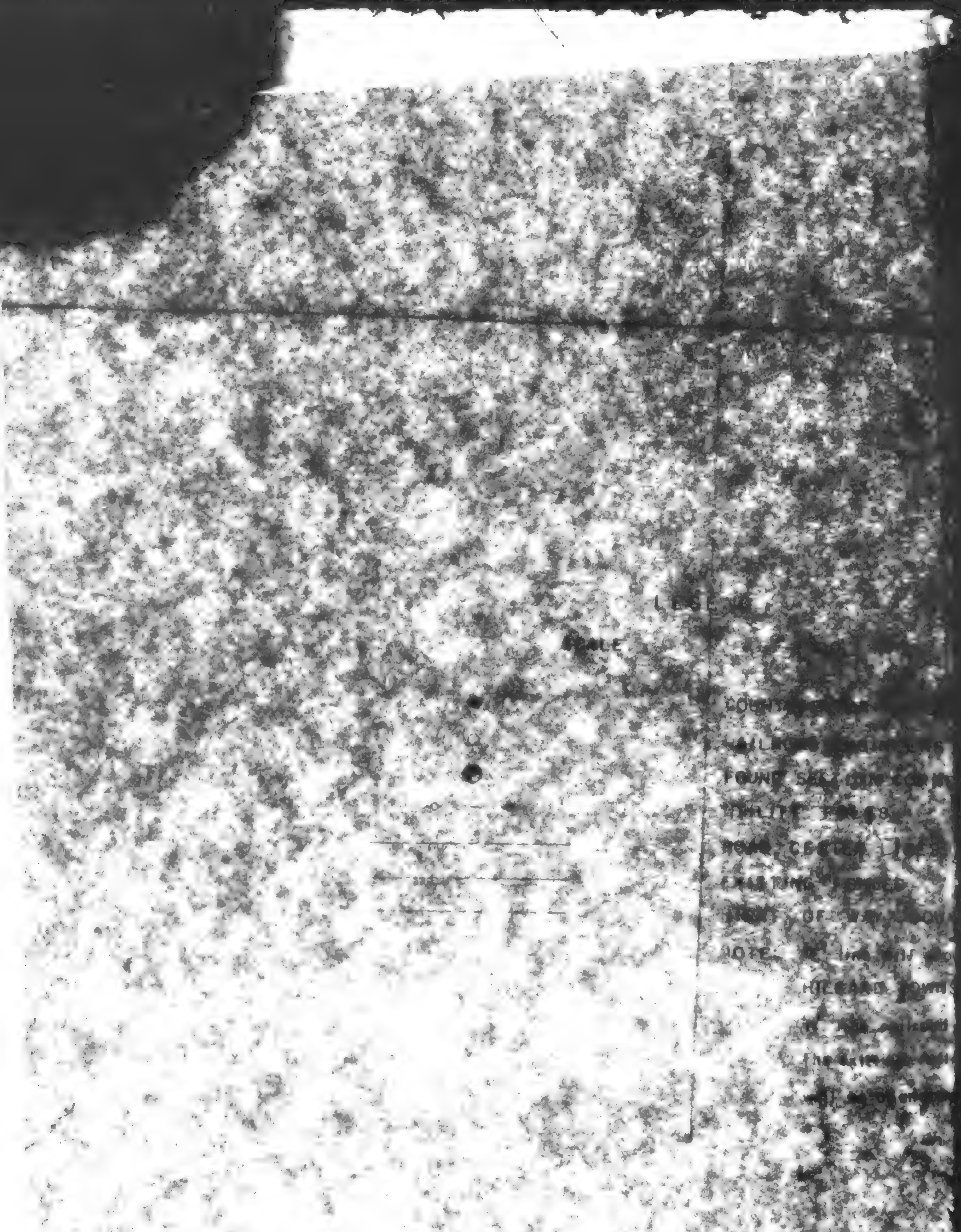
STRUCTURE O.S. ROADS PROGRA

drainage surfacing (by County)

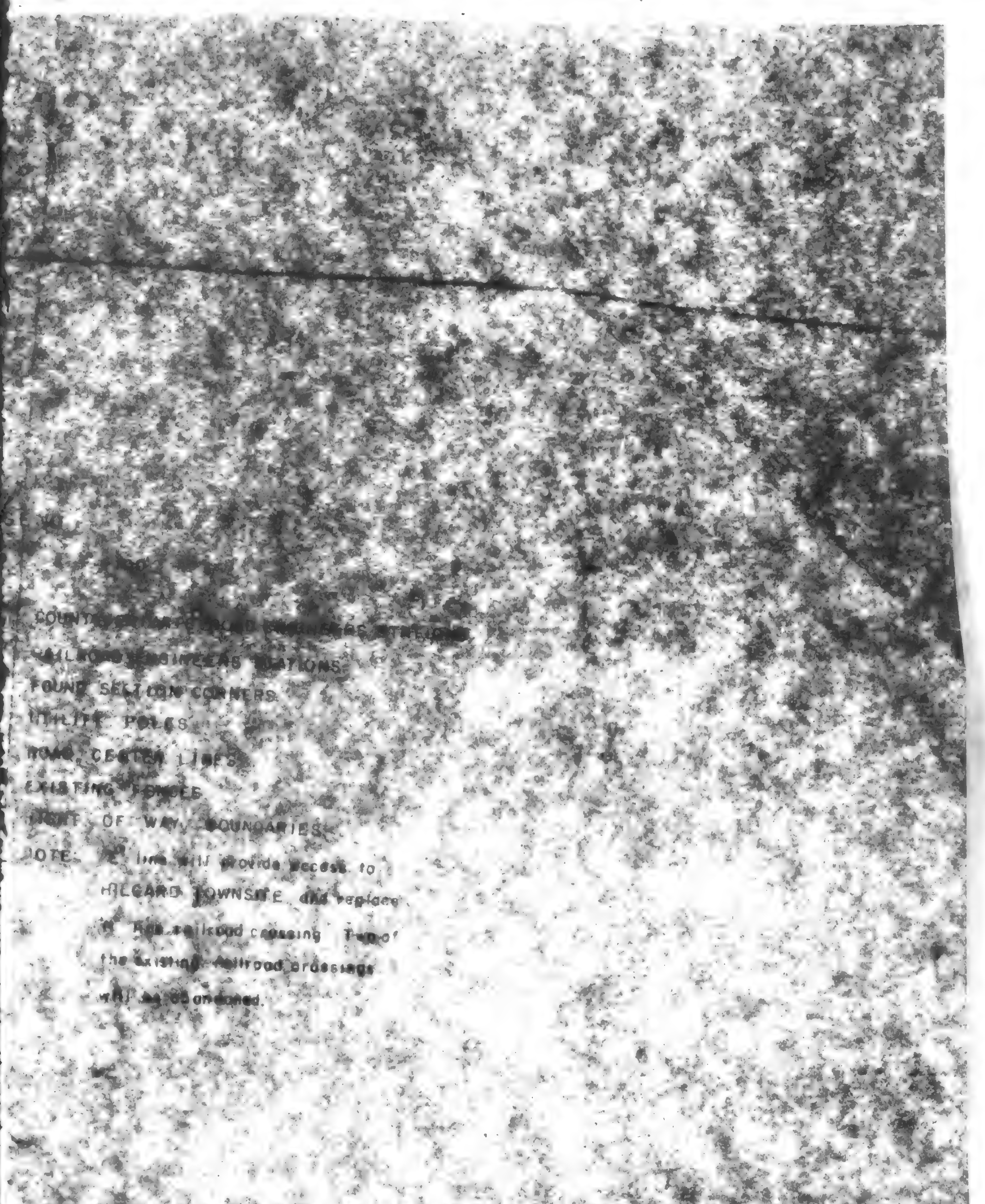

BOISE CASCADE CORP.
(ME 31648)


SCALE
LEG
COUNTY
RAILROAD LINE AS
FOUND SECTION CORN
UTILITY POLES
ROAD CENTER LINES
EXISTING FENCE
RIGHT OF WAY
NOTE:
HILLIARD TOWNS

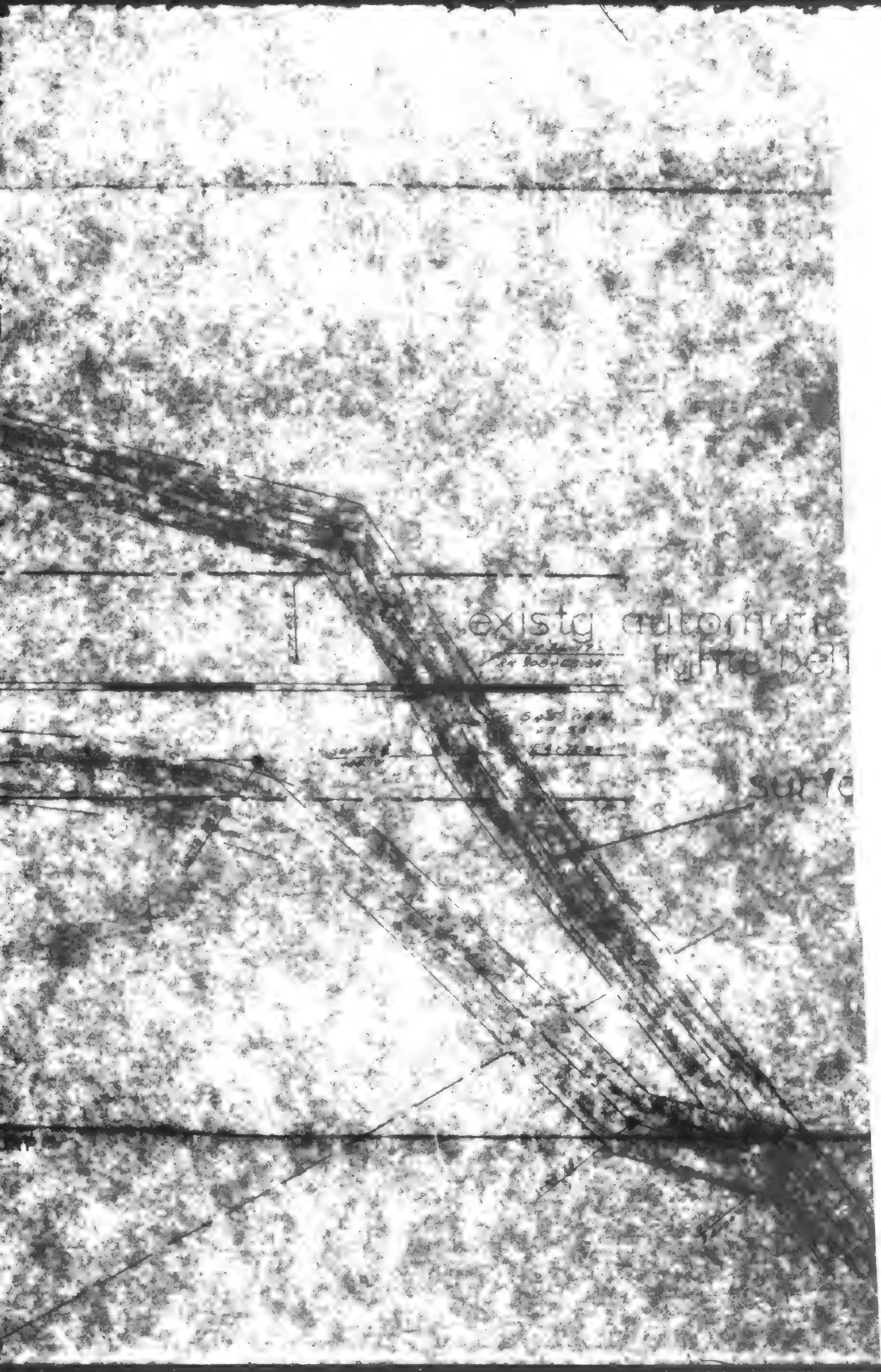
[illegible] by County

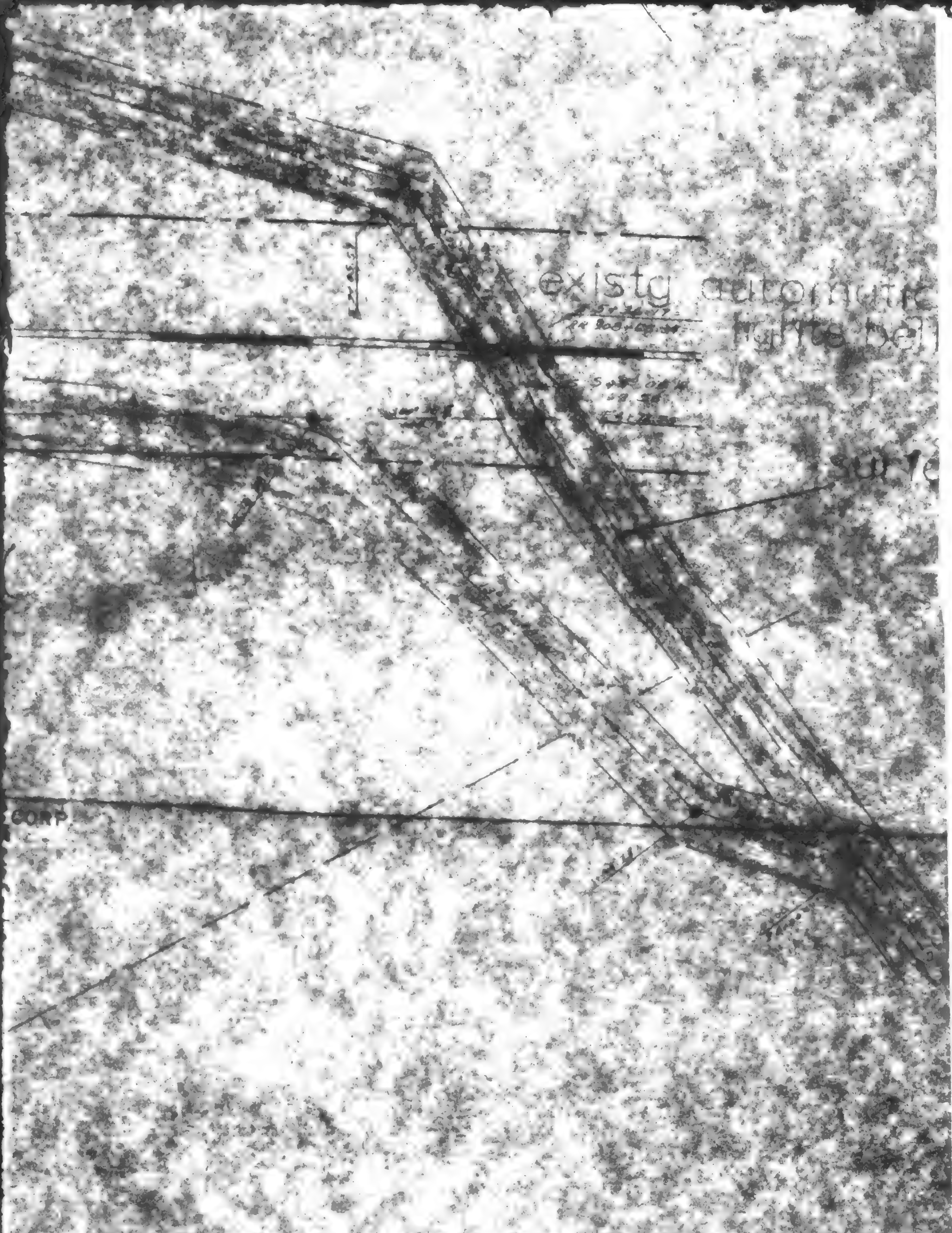


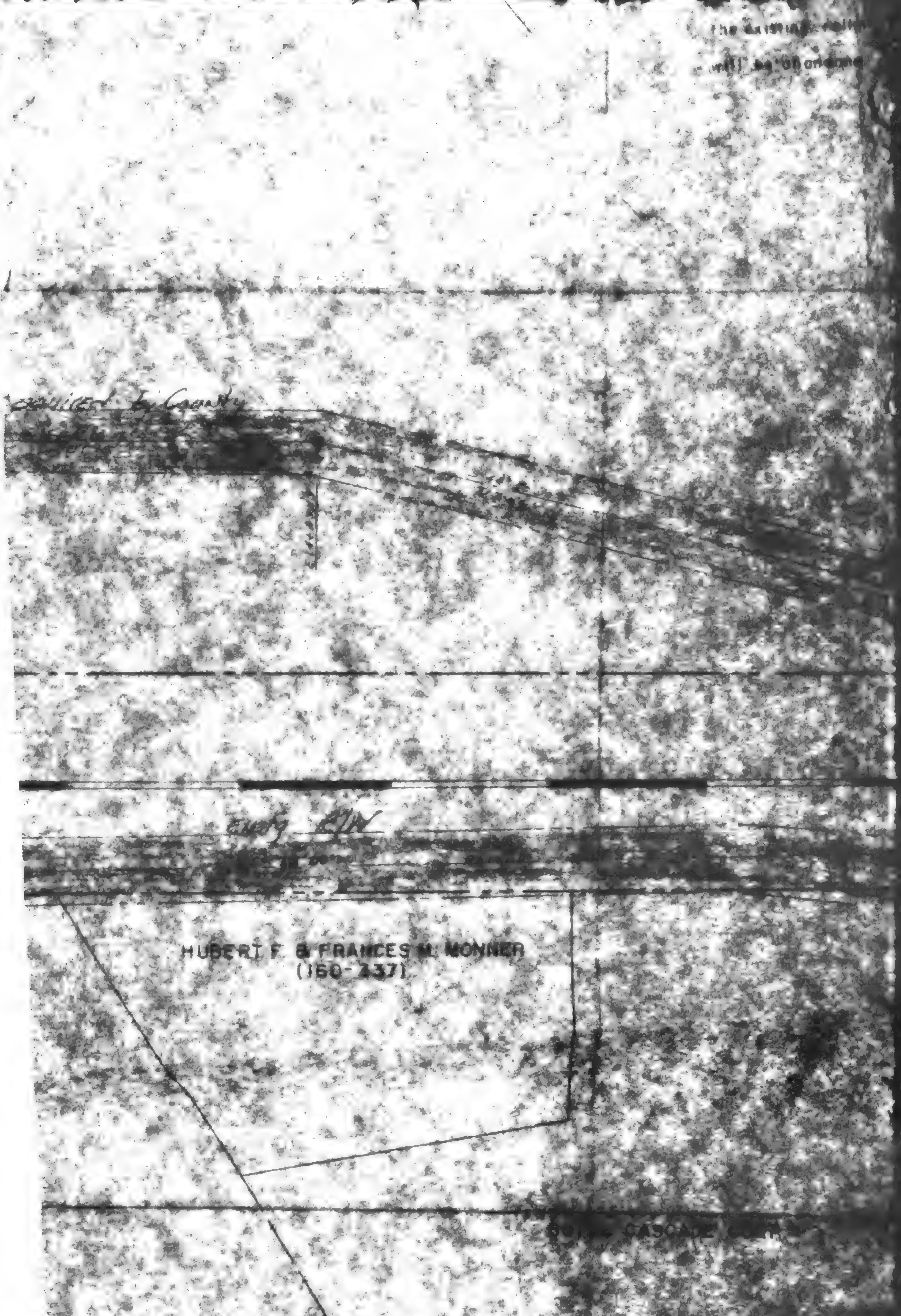
acated by Comm.

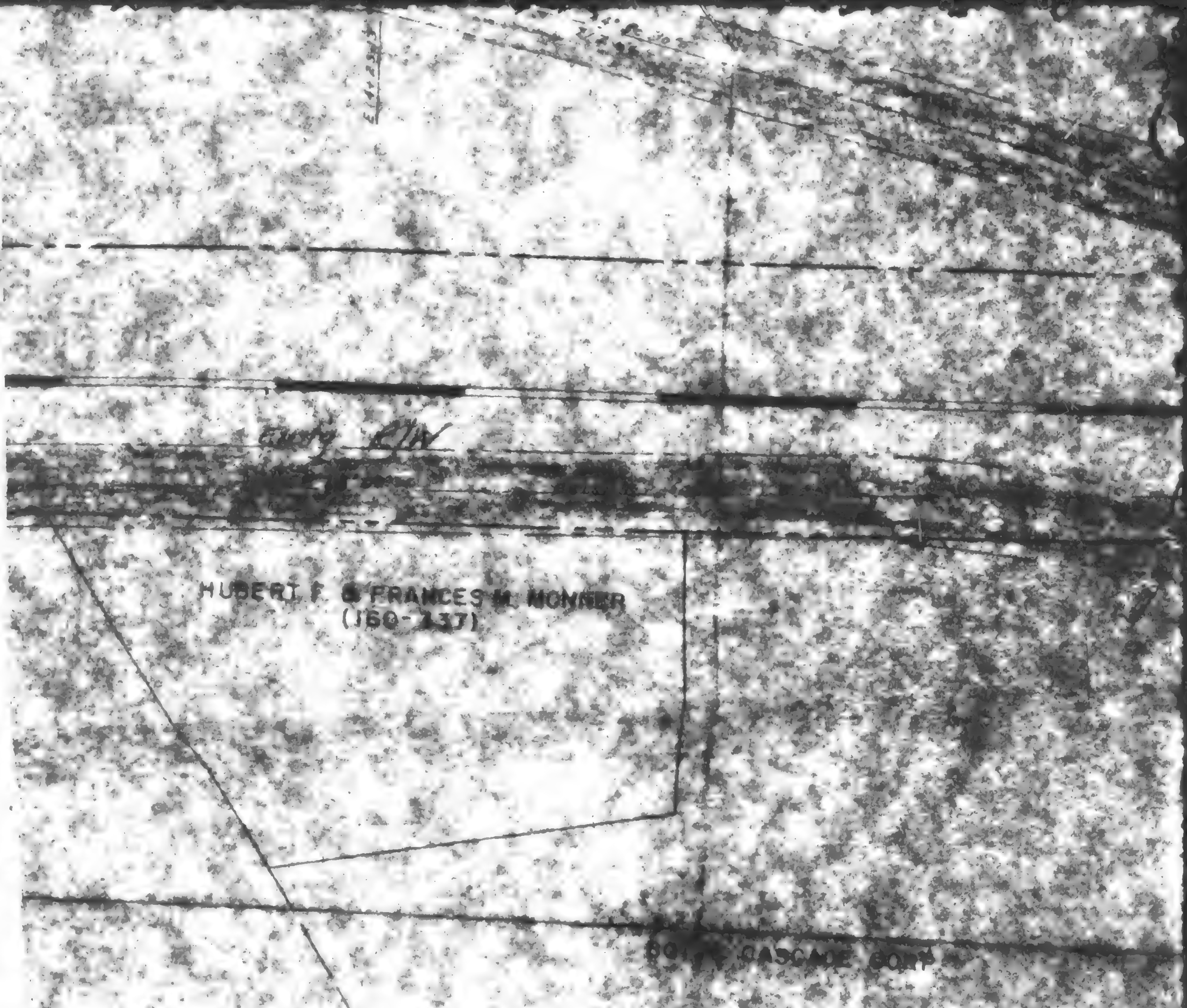


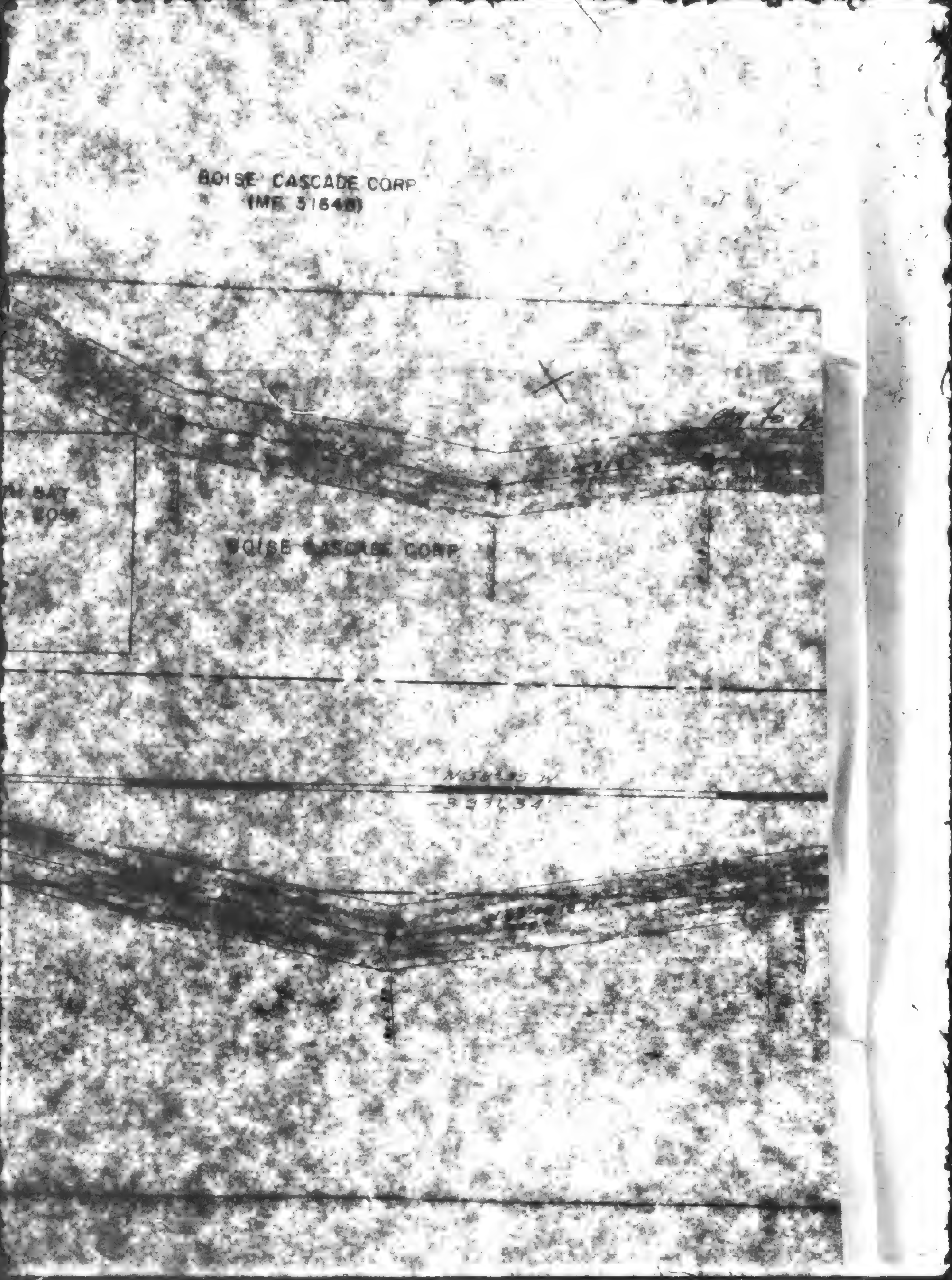
NOTE: [illegible] line will provide access to HILGARD TOWNSITE and replace [illegible] railroad crossing. Two of the existing railroad crossings will be abandoned.

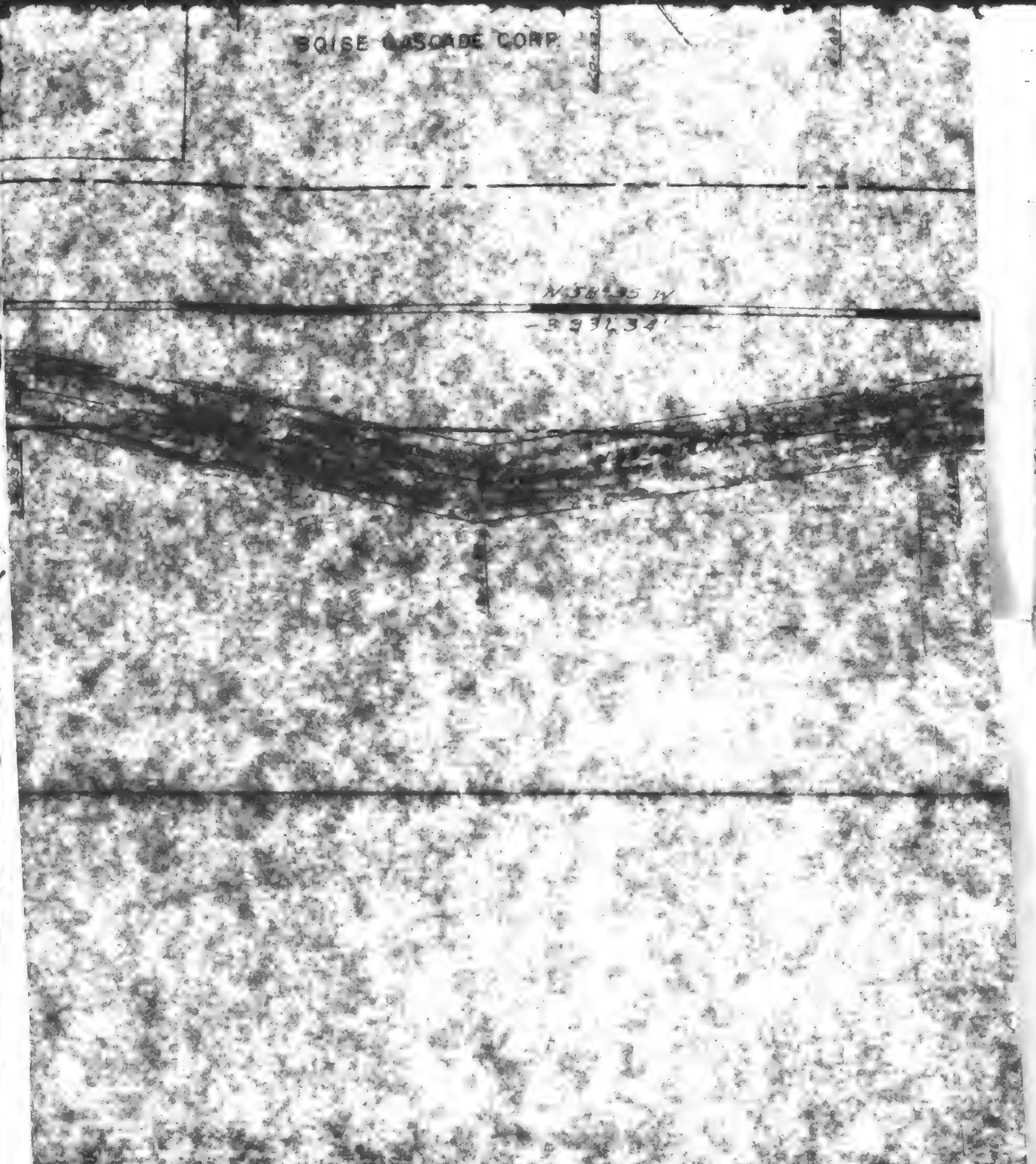

existg automat
lights bel
surf


existg automat
surf
CORP


the existing
will be abandone
quired by County
County R/W
HUBERT F. & FRANCES M. MONNER
(160-237)
BOISE CASCADE CORP

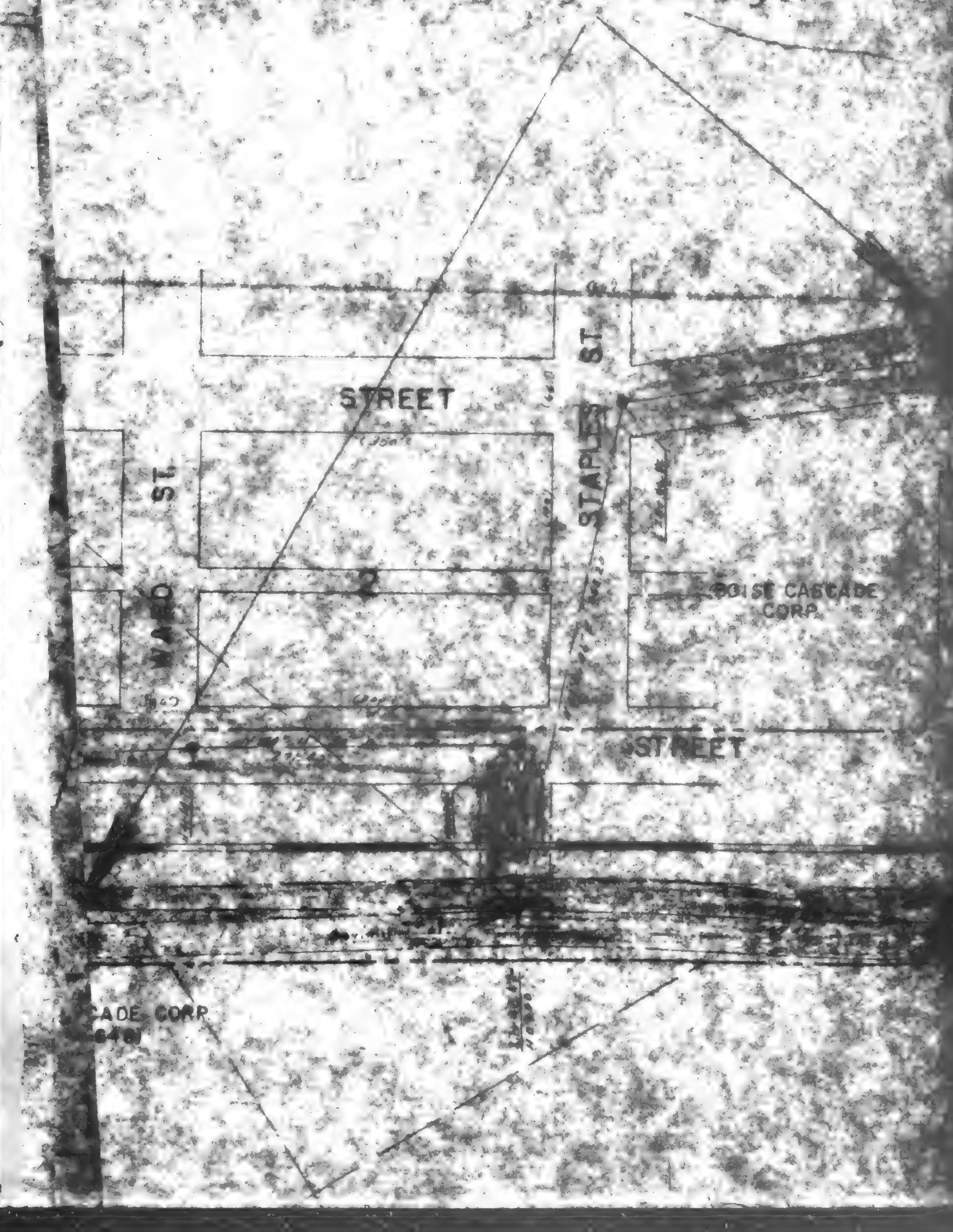

HUBERT F. & FRANCES M. MONNER
(160-237)
BOISE CASCADE CORP
U.S.A

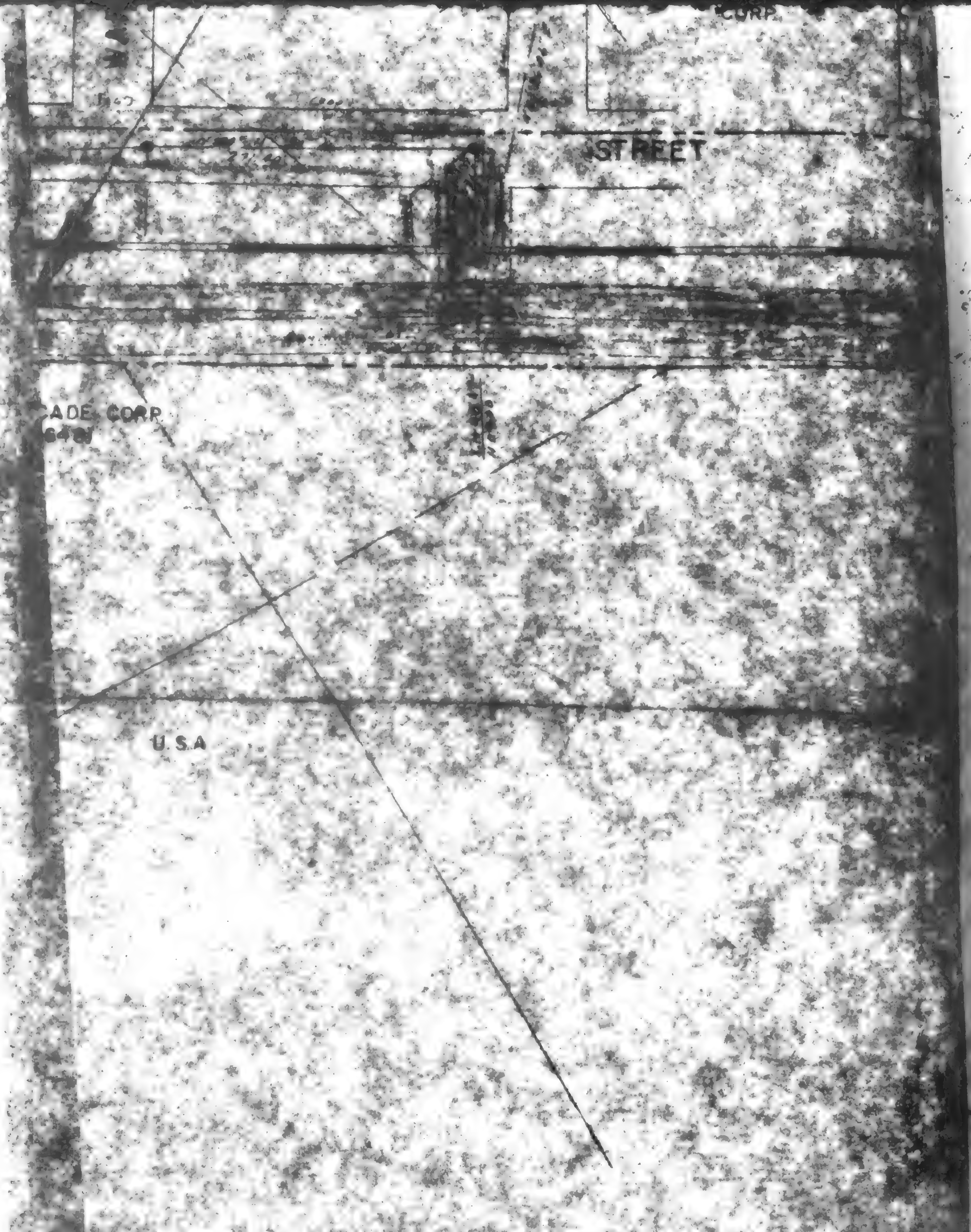

BOISE CASCADE CORP
(MF 31648)
BOISE CASCADE CORP
N 38°35' W
331.34'

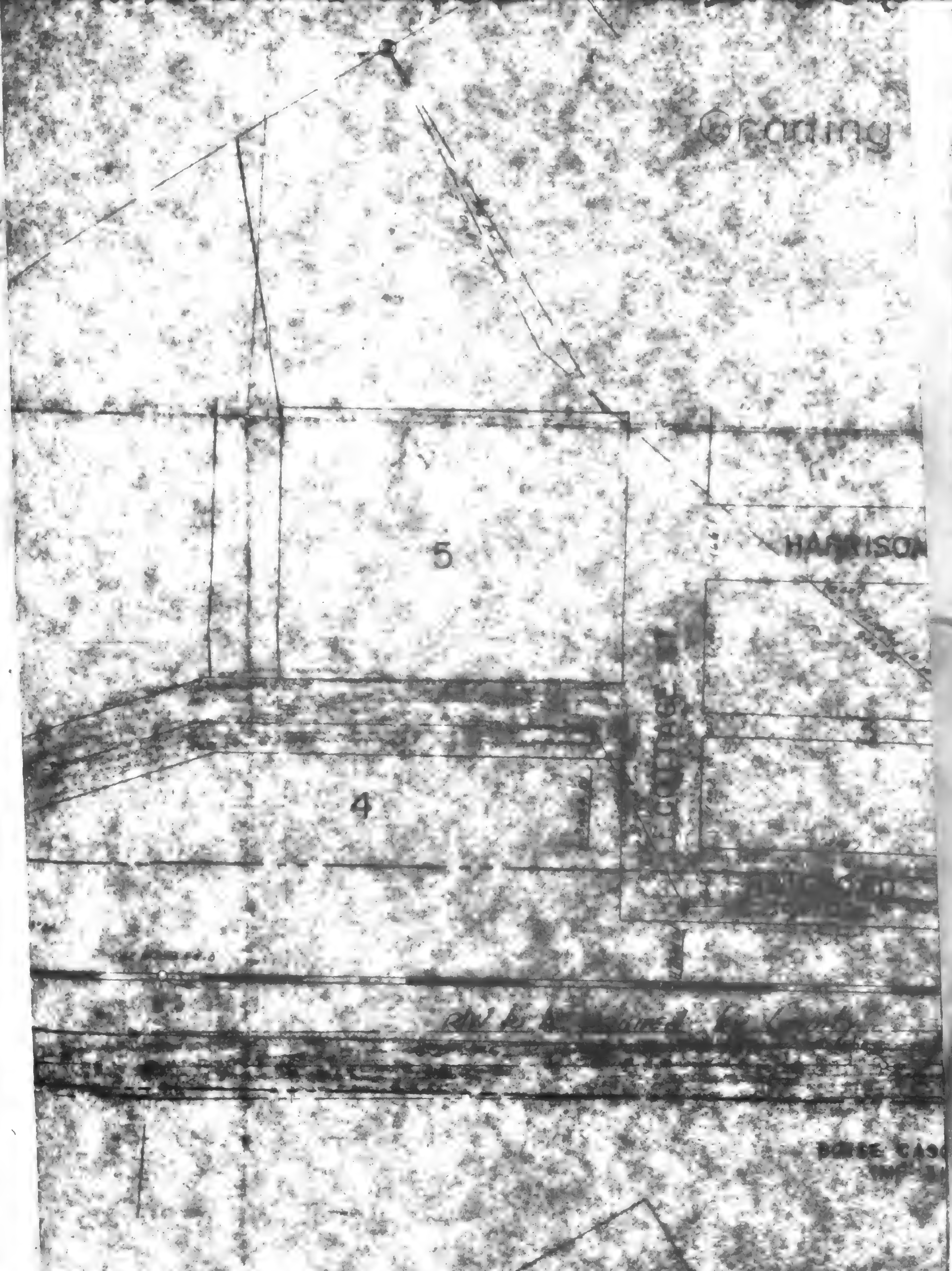

BOISE CASCADE CORP.
N 58°35' W
3336.34'

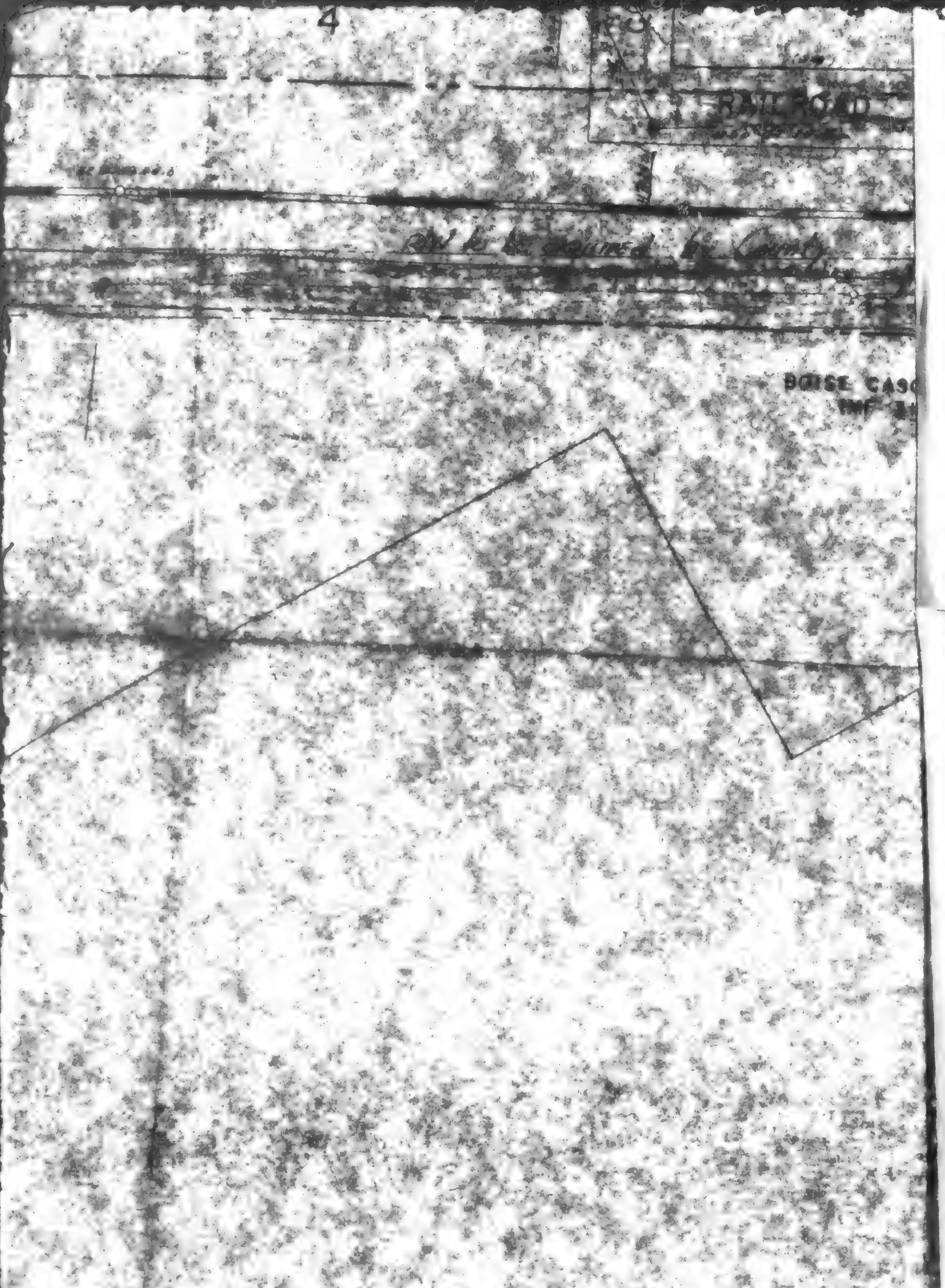
STRUCTURE OS ROADS PROGR

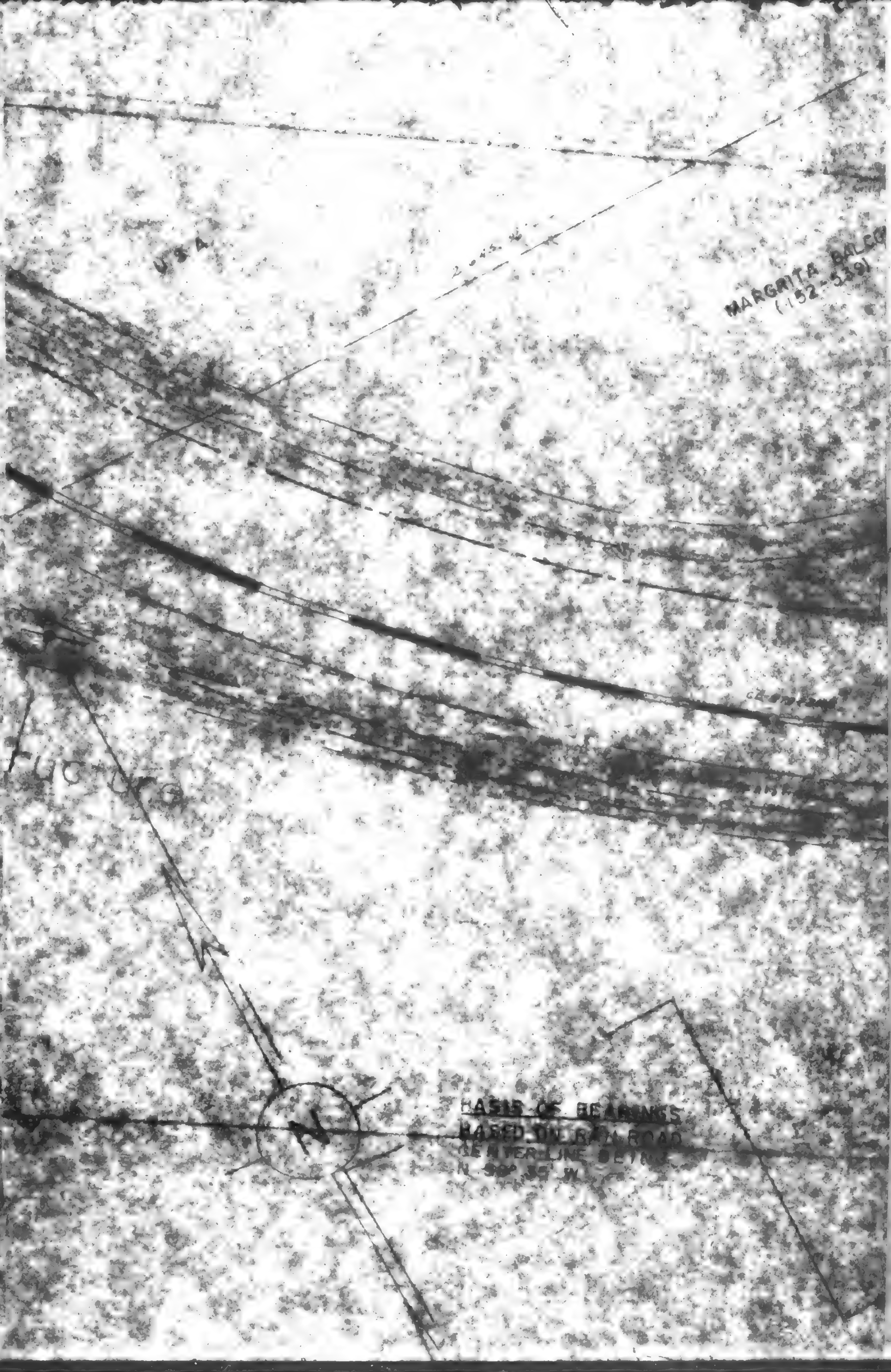
drainage surfacing (by County)

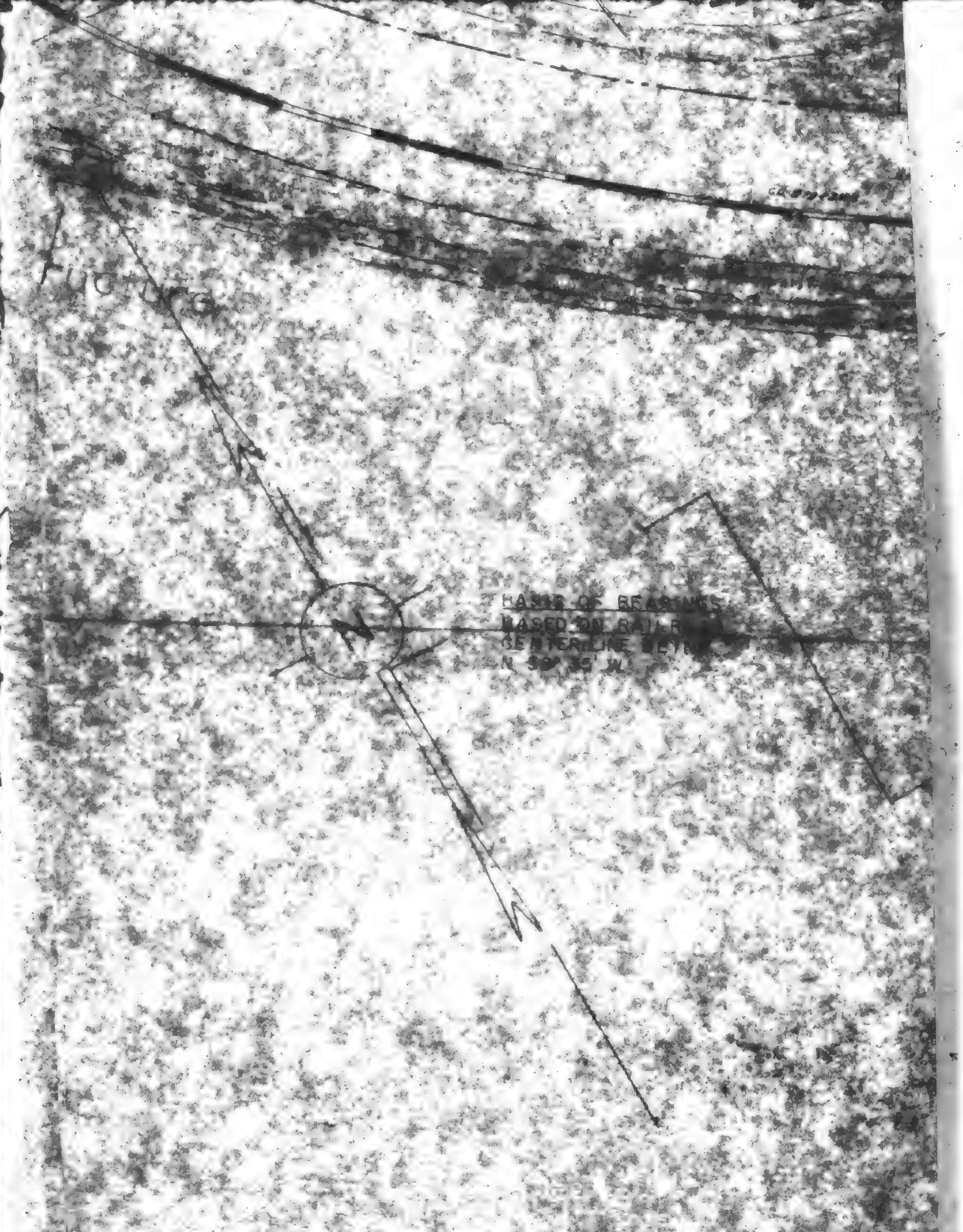


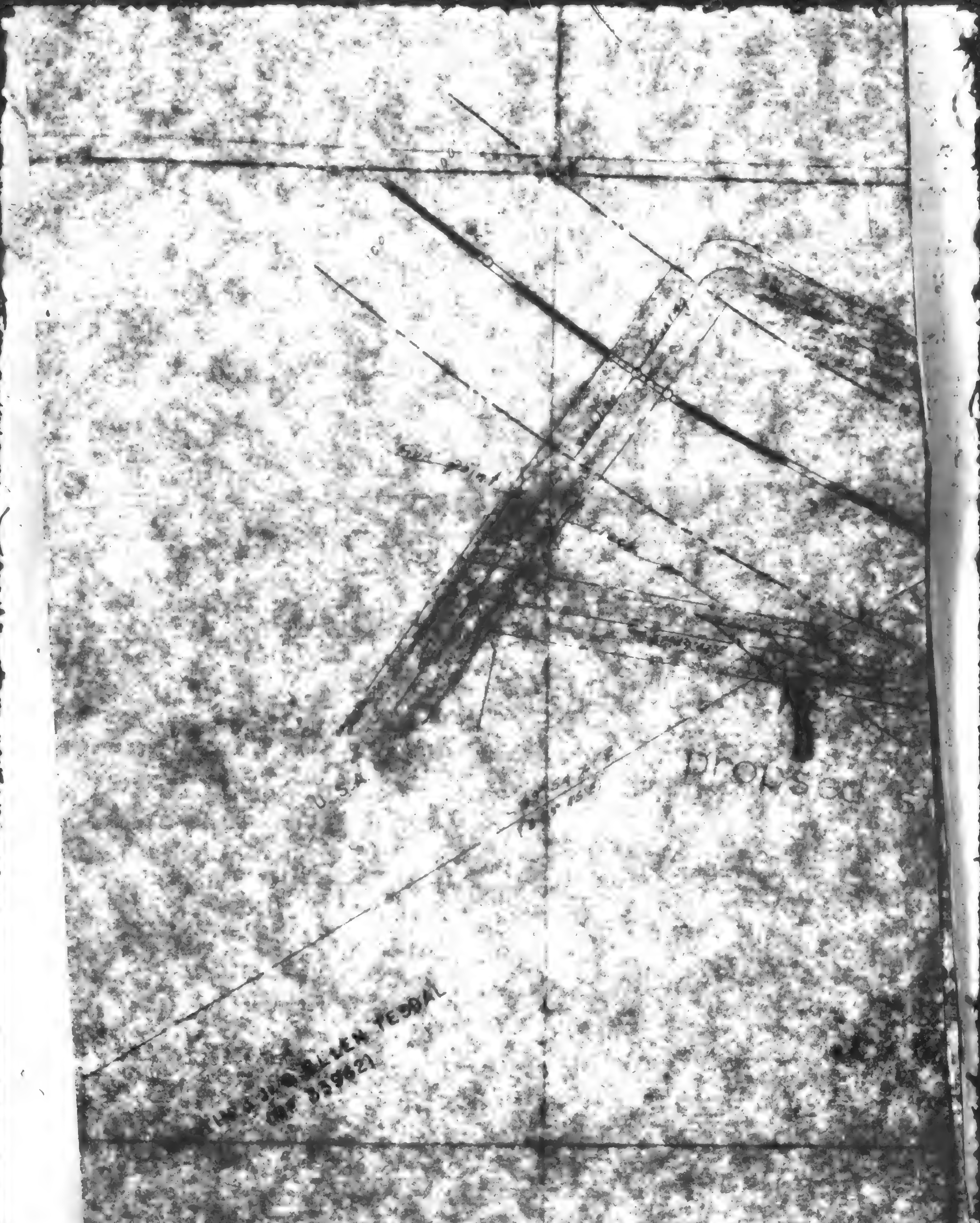

CORP.
STREET
ADE CORP.
64
U.S.A

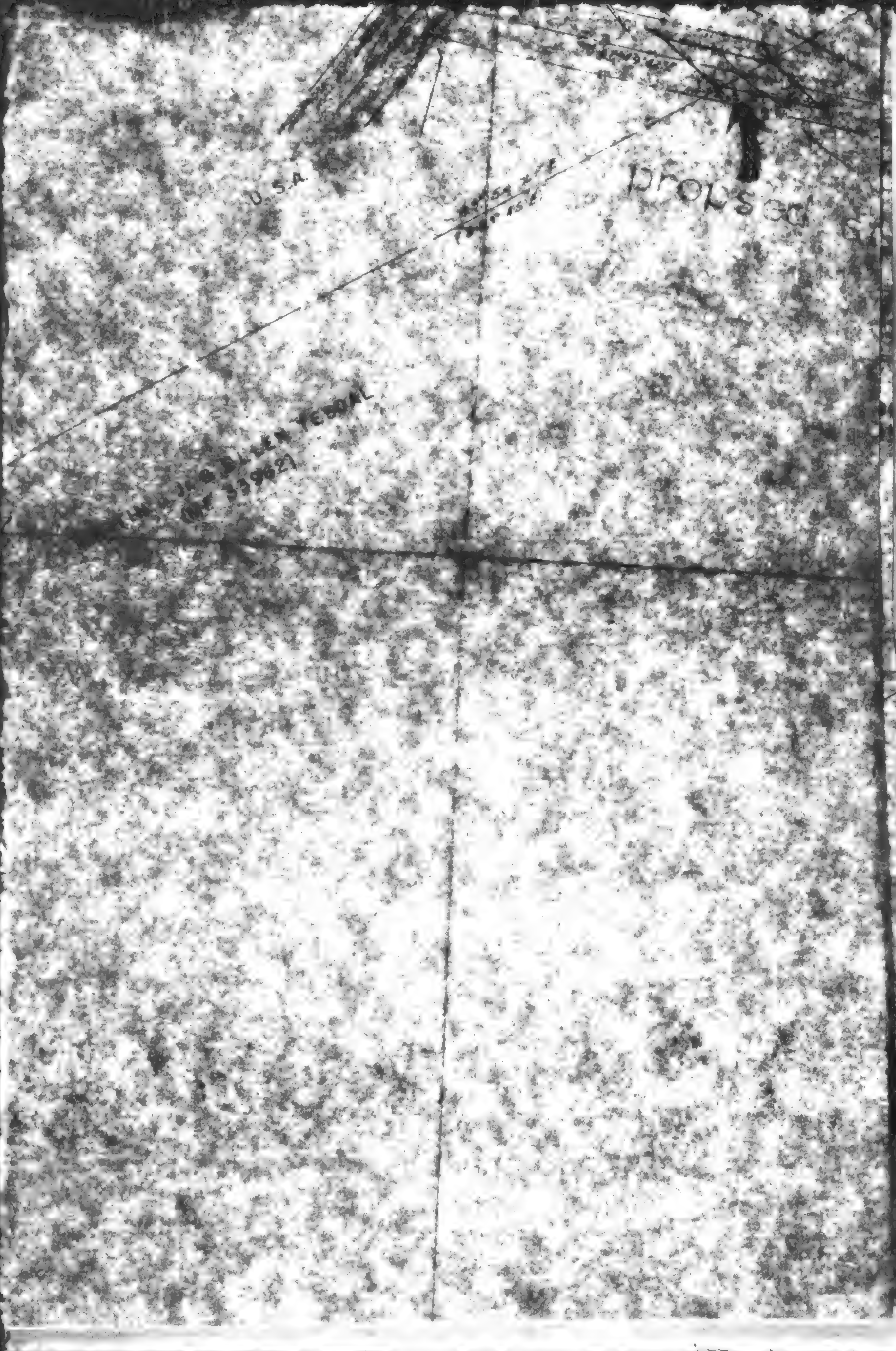

Grating
5
HARRISON
COTTAGE
3
4
Rd. to be widened by County
BOISE CASC

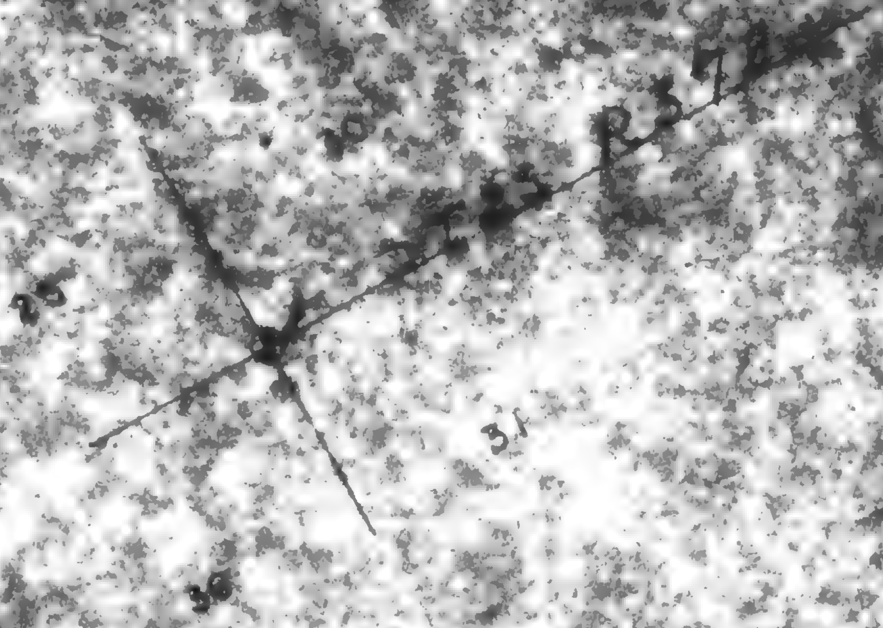

4
RAILROAD
Road to be acquired by County
BOISE CASC


U.S.A.
MARGRITA BALC
(152-339)
BASIS OF BEARINGS
BASED ON RAILROAD
CENTER LINE BEING
N. 30° 35' W.


BASIS OF BEARINGS
BASED ON RAILR
CENTERLINE BEING
N 58°35' W


U.S.A.
ALLEN TESDAL
83962)


U.S.A.
proposed


25
R 37
31
36

8794

8

September 22, 1973

Union County Court
Courthouse
La Grande, OR 97850

Attn: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5428

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the construction of the Five Points Creek Bridge on County Road No. 3 near Hilgard.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:rw

Attachment

bc: Don Harwell (conformed agreement attached)

1978 UPRR 2nd St. O'Xing. 8795
(LaGrande) Sec.
(Grad., pav., struct.) #3

8795

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9-19-84

CITY: LaGrande AGREEMENT NO: 5993, 6315 & 6399 PROJECT NO: BRM-4645(1), M-TQM-4645(2) & BRM-4645(3)

CONTRACT NO: 8795 SECTION: 2nd St. Viaduct Crossing of UPRR

PRELIMINARY ENGINEERING (PREFIX NO. 331-1930):

Project Manager (Non-Partic. $9.88)	$	1,004.61
Consultant Fees (Non-Partic. $445.02)		58,900.00
Final Design		787.36
Bridge Design		3,706.19
Traffic Section		233.92
R/W Liaison		182.51
Region-Utility Liaison		1,642.91
Program Section		402.76
Specifications		2,368.95
Environmental Section		2,168.69
TOTAL P.E. COST	$	71,397.90
Less Federal Funds		(53,207.25)
LOCAL SHARE	$	18,190.65

RIGHT-OF-WAY (PREFIX NO. 331-2509):

Net Cost of Land	$	4,133.00
Value of Buildings & Equipment		3,247.00
Severance & Consequential Damages		11,135.00
Appraisals		6,494.67
Miscellaneous		121.51
Title Costs & Recording Fees		283.51
Negotiation Expense (Non-Partic. $7.11)		2,422.67
Relocation Computation		35.10
Sales of Land & Timber		29.20
Legal		96.28
Relocation Advisory Assistance		15.18
Relocation Moving Expense		420.00
R/W Liaison		66.35
Program Section (Non-Partic. $43.92)		143.25
R/W Office Expense		561.16
TOTAL R/W COST	$	29,203.88
Less Federal Funds (FAU)		(25,013.14)
Less Non-Participating Costs		(51.03)
BALANCE	$	4,139.71

STATE SHARE: 50% of $4,139.71 = $2,069.86

LOCAL SHARE: (50% of $4,139.71) + $51.03 = $2,120.88

CONSTRUCTION (PREFIX NO. 331-1098):

	FAU		HBR	
	Non-Partic.	Partic.	Non-Partic.	Partic.
Payment to Contractor	$ ----	$212,753.46	$ 3,421.89	$1,868,103.32
Credit for Administration on Retainage	(4.39)	----	(83.45)	----
SFO #2 UPRR Railroad Protection	----	----	----	78,374.91
SFO #3 UPRR Relocate Track #11	----	----	----	12,338.31
SFO #4 UPRR Relocate & Restore Signal	----	----	----	23,158.34
Construction Engineering	55.55	3,219.62	1,079.58	20,829.79
Consultant Fee	----	----	----	204,999.98
Audit Services	----	43.89	----	1,580.52
Program Section	----	8.05	----	153.13
Administration on Retainage	0.43	----	87.41	----
Construction Section	----	3.46	----	65.85
Training	----	9.11	----	173.23
EEO Monitoring	----	11.33	----	215.37
TOTALS	$ 51.59	$216,048.92	$ 4,505.43	$2,209,992.75

FAU PORTION

Participating Costs	$ 216,048.92
Less Federal Funds	(185,305.16)
BALANCE	$ 30,743.76

STATE SHARE: 50% of ($30,743.76 + $55.55) = $15,399.66

LOCAL SHARE: (50% of $30,743.76) + 51.59 - $\frac{55.55}{2}$ = $15,395.69

HBR PORTION

Participating Costs	$ 2,209,992.75
Non-Participating Costs	4,505.43
TOTAL COST	$ 2,214,498.18
Less Federal Funds	(1,657,494.56)
LOCAL SHARE	$ 557,003.62

SUMMARY:

Total P.E. Cost	$ 71,397.90
Total R/W Cost	29,203.88
Total Const. Cost (FAU)	216,100.51
Total Const. Cost (HBR)	2,214,498.18
TOTAL PROJECT COST	$2,531,200.47
Less Federal Funds (HBR) for P.E.	(53,207.25)
Less Federal Funds (FAU) for R/W	(25,013.14)
Less Federal Funds (FAU) for Const.	(185,305.16)
Less Federal Funds (HBR) for Const.	(1,657,494.56)
Less State Share R/W	(2,069.86)
Less State Share Const.	(15,399.66)
TOTAL LOCAL SHARE	$ 592,710.84
*Less Grade Crossing Protection Funds	(150,000.00)
BALANCE OF LOCAL SHARE	$ 442,710.84
UPRR SHARE: (50% of $442,710.84) + $8,875.00 =	$ 230,230.42
PAYMENTS MADE BY UPRR	231,623.72
REFUND DUE UPRR	$ 1,393.30
CITY SHARE: (50% of $442,710.84) - $8,875.00 =	$ 212,480.42
Less P.E. Advance Deposit by City	(14,250.00)
Less R/W Advance Deposit by City 3-14-78	(2,560.00)
Less Const. Advance Deposit by City 8-14-78	(204,450.00)
REFUND DUE CITY	$ 8,779.58

* $30,000 Yet to be paid by P.U.C.

GEZ:bkb

8775

(MEMORANDUM)

331-1098

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-9-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 7/5/78 TO 4/14/81

FEDERAL AID PROJECT NO. BRM-4645(3)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
115	$2,214,431.93	$2,209,992.75	75%	$1,657,494.56	$1,657,494.56	$ 0.00
W-32	216,166.76	216,048.92	85.77%	185,305.16	185,305.16	0.00
	$2,430,598.69	$2,426,041.67		$1,842,799.72	$1,842,799.72	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 2/9/83	BY DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	UPRR 2nd St. O'Xing (La Grande)					
	City Street, Union County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 3+70 To Sta. 12+39)(Sta. 15+23 To Sta. 21+75)					
	Final Contract Payment Summary	Lump	Sum		$413,093.84	
	Type Code X131					
	UPRR 2nd St. O'Xing Br. #9069 (Sta. 12+39 To Sta. 16+23)					
	Final Contract Payment Summary	Lump	Sum		1,475,373.04	
SPO	#2 UPRR Railroad Protection	All	Required			
SPO	#3 UPRR Relocate track #11	All	Required		113,871.56	
SPO	#4 UPRR Relocate & Restore Signal	All	Required			
	Total Participating Type Code X131				$1,589,244.60	
	Type Code Y060					
	Utility Work					
	Final Contract Payment Summary	Lump	Sum		192,389.90	
	Total Participating Construction Engineering				$2,194,728.34	
	Construction Engineering					
	OBEC Consulting Engineers	All	Required		204,999.98	
	State	All	Required		24,462.24	
	Total Participating Construction Engineering				$ 229,462.22	
	Misc. Project Cost					
	EEO Monitoring Expense	All	Required		226.70	
	Audit Expense	All	Required		1,624.41	
	Total Participating Misc. Project Cost				$ 1,851.11	
	Total Participating Project Cost				$2,426,041.67	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump	Sum		$ 3,421.89	
	Construction Engineering	All	Required		1,135.13	
	Total Nonparticipating Project Cost				$ 4,557.02	
	Total Project Cost				$2,430,598.69	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83.					
	AMOUNT CARRIED FORWARD					

```
                                                                   ** JOB TOTALS **

UPRR 2ND ST O'XING(LAGRANDE)  CONT NO 8795 * FA PROJ NOS BRM 4645003  95 M   4645003  05                                   1,8
                                 331     1098          201       00 P 1                                                          2
                                 331     1098          201       00 P 2  Pay Cont.
                                 331     1098          201       00 N 1
                                 331     1098          204       00 N 1              66.25                     66.25
                                 331     1098          204       00 N 2              66.25CR                   66.25CR
                                 331     1098          208       00 N 1
                                 331     1098          208       00 N 2  Cr. for Admin on Retainage
                                 331     1098          284       02 P 1  Payment to Utilities


                                                                                                         FEBRUARY 1983
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                                               FISCAL              G
                                                                                                           YEAR TO DATE
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH
                                   331     1098          285      03 P 1 SFO#3
                                   331     1098          285      04 P 1
                                   331     1098          295      00 N 9 Tr. City                                                2
                                   331     1098          296      00 N 9  "  St.                                                 1
                                   331     1098          298      00 N 9  "  Fed
                                   331     1098          299      00 N 9  "  R.R.
                                   331     1098          900      00 P 1 Const. Engr.
                                   331     1098          900      00 P 2 Const Engr.
                                   331     1098          900      00 N 1
                                   331     1098          900      00 N 2     "      "
                                   331     1098          904      00 P 1 Consult. Fee
                                   331     1098          915      00 P 1 Audit
                                   331     1098          915      00 P 2  Audit
                                   331     1098          920      00 P 1  Prog. Sec.
                                   331     1098          920      00 P 2  Prog. Sec.
                                   331     1098          ~~927~~ 928  00 N 1 ~~Free Br. Dsg.~~
                                   331     1098          928      00 N 1 Adm. on Retit
                                   331     1098          928      00 N 2 Admin on Retain
                                   331     1098          945      00 P 1 Const. Sec.
                                   331     1098          945      00 P 2 Const. Sec.
                                   331     1098          948      00 P 1 Gen Const. Engr.
                                   331     1098          950      00 P 1 Training
                                   331     1098          950      00 P 2 Training
                                   331     1098          985      00 P 1 EEO Monitor
                                   331     1098          985      00 P 2 EEO Monitor
                                                         TOT         P1
                                                         TOT         P2
                                                         TOT         N1                 66.25                     66.25
                                                         TOT         N2                 66.25CR                   66.25CR
                                                     ** JOB TOTALS **                             **                         **

 'GREENWOOD ST - ALAMO ST        CONT NO 9135 * FA PROJ NOS SOS 3201001 100
                                   332     1052          201       00 P 1
                                   332     1052          201       00 N 1
```

```
                  ** JOB TOTALS **
                                                                                    STATE
ONT NO 8795 * FA PROJ NOS BRM 4645003  95 M   4645003  05                1,868,103.32 ✓   78   82
   331    1098     201      00 P 1                                          212,753.46 ✓   78   82
   331    1098     201      00 P 2 Fuy Cont.                                  3,421.89 ✓   78   81
   331    1098     201      00 N 1                                                         78   83
   331    1098     204      00 N 1         66.25            66.25                          78   83
   331    1098     204      00 N 2         66.25CR          66.25CR             83.45CR ✓  80   81
   331    1098     208      00 N 1                                               4.39CR ✓  80   81
   331    1098     208      00 N 2 Cr. for Admin on Retaincge                78,374.91 ✓   79   82
   331    1098     284      02 P 1 Payment to Utilities

                                              FEBRUARY 1983          PAGE  321
 LEDGERS                                                    GRAND TOTAL        ACTIVE YRS
                                              FISCAL          TO DATE          BEG    END
     PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE    12,338.31 ✓        79     81
   331    1098     285      03 P 1 sro#3                           23,158.34 ✓         79     82
   331    1098     285      04 P 1                                173,750.00           78     78
   331    1098     295      00 N 9 Tr. City                     2,368,173.44CR ✓       78     82
   331    1098     296      00 N 9  "  St.                      1,842,799.72           78     82
   331    1098     298      00 N 9  "  Fed                        351,623.72           81     81
   331    1098     299      00 N 9  "  R.R.                        20,793.45 ✓         78     81
   331    1098     900      00 P 1 Const. Engr.                     3,219.62 ✓         78     81
   331    1098     900      00 P 2 Const Engr.                      1,079.58 ✓         78     79
   331    1098     900      00 N 1   "     "                           55.55 ✓         78     79
   331    1098     900      00 N 2                                204,999.98 ✓         79     81
   331    1098     904      00 P 1 Consult. Fee                     1,580.52 ✓         78     82
   331    1098     915      00 P 1 Audit                               43.89 ✓         79     82
   331    1098     915      00 P 2  Audit                             153.13 ✓         78     80
   331    1098     920      00 P 1 Prog Sec.                            8.05 ✓         78     80
   331    1098     920      00 P 2 Prog. Sec.                          42.92 ✓         79     79
   331    1098   ~~927~~ 928 00 N 1 ~~Free Br. Des.~~                 44.49 ✓         79     81
   331    1098     928      00 N 1 Adm. on Ret.                           .43 ✓         81     81
   331    1098     928      00 N 2 Admin on Retain                     65.65 ✓         81     81
   331    1098     945      00 P 1 Const. Sec                           3.46 ✓         81     81
   331    1098     945      00 P 2 Const. Sec.                         36.34 ✓         81     82
   331    1098     948      00 P 1 Gen Const. Engr                    173.23 ✓         79     79
   331    1098     950      00 P 1 Training                             9.11 ✓         79     79
   331    1098     950      00 P 2 Training                           215.37 ✓         78     79
   331    1098     985      00 P 1 EEO Monitor                         11.33 ✓         78     79
   331    1098     985      00 P 2 EEO Monitor                  2,209,992.75
                   TOT         P1                                 216,048.92
                   TOT         P2                                   4,505.43
                   TOT         N1        66.25            66.25        51.59
                   TOT         N2        66.25CR  **      66.25CR  ** 2,430,598.69  **
              ** JOB TOTALS **
                                                                                STATE-
CONT NO 9135 * FA PROJ NOS SOS 3201001 100                          72,889.16    80   81
     332    1052      201       00 P 1                               14,756.48    81   81
     332    1052      201       00 N 1
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIME
331-1095	1#	PMS -000S-075 APPR-140	960.62	960.62	960.62	100.00	960.62	960.62
331-1098	1	BRM -4645-003 APPR-115	1657,494.56	2214,498.18	2209,992.75	75.00	1657,494.56	1657,494.56
	2	M -4645-003 APPR-W32	185,305.16	216,100.51	216,048.92	85.77	185,305.16	185,305.16
331-1098		PREFIX TOTALS	1842,799.72	2430,598.69	2426,041.67		1842,799.72	1842,799.72
332-1052	1#	SOS -3201-001 APPR-680	64,273.66	97,868.29	72,889.16	88.18	64,273.66	64,273.66
333-1024	1#	SOS -3301-001 APPR-680		179.85		88.10		
333-1025	1#	SOS -3301-001 APPR-680		31.92		88.15		
333-1028	1	M -4031-003 APPR-W32	328,248.00	369,241.90	369,009.19	88.15	325,281.60	325,281.60
334-1021	1*	RRS -5155-001 APPR-138	27,505.13	30,830.63	30,561.25	90.00	27,505.13	27,505 13
334-1026	1#	TQM -9091-003 APPR-124	82,683.69	111,827.70	96,401.64	85.77	82,683.69	82,683.69
	8#	TQM -9091-003 APPR-124	164.68	33.41-	192.00	85.77	164.68	164.68
	9			41,045.80				
334-1026		PREFIX TOTALS	82,848.37	152,840.09	96,593.64		82,848.37	82,848.37
334-1031	1#	RRS -9028-002 APPR-138	53,440.27	59,378.08	59,378.08	90.00	53,440.27	53,440.27
334-1035	1	M -9234-004 APPR-W36	207,934.00	170,810.54	169,183.69	88.10	149,050.83	149,050.83
	2	XI -9234-004 APPR-823	294,873.00	347,259.86	346,895.05	85.00	294,860.79	294,860.79
334-1035		PREFIX TOTALS	502,807.00	518,070.40	516,078.74		443,911.62	443,911.62
334-1040	1	XI -0000-013 APPR-823	401,106.00	436,731.09	429,149.47	85.00	364,777.05	364,777.05
	8	XI -0000-013 APPR-823	21,100.00	20,630.65	20,619.23	85.00	17,526.35	17,526.35
334-1040		PREFIX TOTALS	422,206.00	457,361.74	449,768.70		382,303.40	382,303.40
334-1044	1	XI -9070-002 APPR-823	94,000.00	96,128.01	95,854.12	85.00	81,476.00	81,476.00
	8	XI -9070-002 APPR-823	8,000.00	2,823.00	2,810.27	85.00	2,388.73	2,388.73
	9			10,976.19		85.00		
334-1044		PREFIX TOTALS	102,000.00	109,927.20	98,664.39		83,864.73	83,864.7
334-1045	1	XI -9022-004 APPR-823	108,517.00	126,280.10	123,647.88	85.00	105,100.70	105,100.7
	8	M -9022-004 APPR-W36	5,181.00	1,948.86	1,878.91	88.15	1,656.26	1,656.2

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

DJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
5	960.62	960.62	960.62	100.00	960.62	960.62		
03	1657,494.56	2214,498.18	2209,992.75	75.00	1657,494.56	1657,494.56		
3	185,305.16	216,100.51	216,048.92	85.77	185,305.16	185,305.16		
S 01	1842,799.72 64,273.66	2430,598.69 97,868.29	2426,041.67 72,889.16	88.18	1842,799.72 64,273.66	1842,799.72 64,273.66		
01		179.85		88.10				
01		31.92		88.15				
03	328,248.00	369,241.90	369,009.19	88.15	325,281.60	325,281.60		
01	27,505.13	30,830.63	30,561.25	90.00	27,505.13	27,505.13		
03	82,683.69	111,827.70	96,401.64	85.77	82,683.69	82,683.69		
03	164.68	33.41-	192.00	85.77	164.68	164.68		
		41,045.80						
S 02	82,848.37 53,440.27	152,840.09 59,378.08	96,593.64 59,378.08	90.00	82,848.37 53,440.27	82,848.37 53,440.27		
004	207,934.00	170,810.54	169,183.69	88.10	149,050.83	149,050.83		
004	294,873.00	347,259.86	346,895.05	85.00	294,860.79	294,860.79		
3 LS 013	502,807.00 401,106.00	518,070.40 436,731.09	516,078.74 429,149.47	85.00	443,911.62 364,777.05	443,911.62 364,777.05		
013	21,100.00	20,630.65	20,619.23	85.00	17,526.35	17,526.35		
3 LS 002	422,206.00 94,000.00	457,361.74 96,128.01	449,768.70 95,854.12	85.00	382,303.40 81,476.00	382,303.40 81,476.00		
3 002	8,000.00	2,823.00	2,810.27	85.00	2,388.73	2,388.73		
3		10,976.19		85.00				
LS 004	102,000.00 108,517.00	109,927.20 126,280.10	98,664.39 123,647.88	85.00	83,864.73 105,100.70	83,864.73 105,100.70		
3 004	5,181.00	1,948.86	1,878.91	88.15	1,656.26	1,656.26		

8795

(MEMORANDUM)

331-2509

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-14-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST[illegible] VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.

STATE Salem, OR 97310

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PE[illegible] Oregon

FROM

TO 1/3/78

FEDERAL AID PROJECT NO. M-TOM-4645(2)

(*) *Use Form FHWA-1447 for Final V[illegible]n project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

5/01/80

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
TQ	$13,529.14	$13,529.14	85.8%	$11,600.00	$11,600.00	$ 0.00
M	15,674.74	15,623.71	85.8%	13,405.14	13,405.14	0.00
	$29,203.88	$29,152.85	85.8%	$25,013.14	$25,013.14	$ 0.00

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS Oregon 7/14/82 V.E. Shaeg, Controller

R/W

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Second St. Viaduct (LaGrande) Union County					
	Type Code ROW Rights of Way (Sta. 6+50 To Sta. 21+75) Rights of Way	All	Required		$18,515.00	
	Acquisition Expense State	All	Required		10,217.85	
	Relocation Assistance Moving Costs (Personnal Property)	All	Required		420.00	
	Total Participating Costs				$29,152.85	
	Nonparticipating Items Acqusition Expense	All	Required		51.03	
	Total Cost				$29,203.88	
	Participating costs are for right of way actually incorporated in the final project, and all costs have been previously certified by the Rights of Way Engineer. Plans approved by FHWA 10/17/79. Prepared based on Participating Costs as shown on Federal Billing as of 7/22/82.					
	AMOUNT CARRIED FORWARD . .					

```
                                       327     2510         298        00 N 9
                                       327     2510         407        00 P 1
                                       327     2510         412        00 P 1
                                       327     2510         414        00 P 1
                                       327     2510         930        00 P 1
                                                            TOT           P1
                                                   ** JOB TOTALS **                     **                **

UPRRXING-2ND ST, LAGRANDE      CONT NO         % FA PROJ NOS M     645002 100 TOM 645002
                                       331     2509         295        00 N 9 Tr. City
                                       331     2509         296        00 N 9 " St.          1.46CR           991.14CR
                                       331     2509         298        00 N 9 " Fed.         1.46             991.14
                                       331     2509         401        00 P 1 Net cost of land
                                       331     2509         403        00 P 1 Value of Bldgs & Equip.
```

```
TOTAL TO DATE JOB COST SUMMARY                                                              AUGUST 1982
                                                                                            FISCAL
DESCRIPTION OF JOB OR DEPART.IENT       PREFIX        FUNCTION    GR  CURRENT MONTH     YEAR TO DATE
                                       331     2509         405        00 P 2 Severance & Consequential Damages
                                       331     2509         407        00 P 1 Appraisals.
                                       331     2509         407        00 P 2 "
                                       331     2509         409        00 P 1 Misc.
                                       331     2509         412        00 P 1 Title Costs & Recording Fees
                                       331     2509         414        00 P 1 Neg. Exp.
                                       331     2509         414        00 N 1 "    "
                                       331     2509         415        00 P 1 Reloc. Comp.
                                       331     2509         419        00 P 1 Sale of Land & Timber
                                       331     2509         426        00 P 1 Legal
                                       331     2509         470        00 P 1 Reloc. Advis. Assis.
                                       331     2509         712        00 P 1 Reloc.-Individuals & Fam Moving Exp
                                       331     2509         913        00 P 1 R/W Liais.
                                       331     2509         920        00 P 1 Prog. Sec.
                                       331     2509         920        00 N 1 "    "
                                       331     2509         930        00 P 1 R/W Off. Exp.  1.70             1.70
                                                            TOT           P1                 1.70             1.70
                                                            TOT           P2
                                                            TOT           N1
                                                   ** JOB TOTALS **                          1.70  **         1.70 **

   MOSIER-THE DALLES HWY W 10TH  CONT NO         % FA PROJ NOS M     031002 100
                                       333     2510         294        00 N 1
                                       333     2510         296        00 N 9             5,730.54CR       5,730.54CR
                                       333     2510         298        00 N 9             5,730.54         5,730.54
                                       333     2510         407        00 P 1
                                       333     2510         407        00 N 1
                                       333     2510         414        00 P 1
                                       333     2510         414        00 N 1
                                       333     2510         903        00 P 1
```

```
      327    2510      298       00 N 9                                                          888.57
      327    2510      407       00 P 1                                                          948.
      327    2510      412       00 P 1                                                            3. 0
      327    2510      414       00 P 1                                                          404.60
      327    2510      930       00 P 1                                                        2,244.66
                       TOT       P1                                                          2,244.66  **
                    ** JOB TOTALS **                     **                        **

                                                                                                    STATE
 CONT NO          * FA PROJ NOS M    645002 100 TQM 645002                                   2,060.00
      331    2509      295       00 N 9 Tr. City                                            22,073.14CR
      331    2509      296       00 N 9  "  St.         1.46CR               991.14CR       25,013.14
      331    2509      298       00 N 9  "  Fed.        1.46                 991.14          4,133.00
      331    2509      401       00 P 1 Net cost of land                                     3,247.00
      331    2509      403       00 P 1 Value of Bldgs & Equip



                                                                   AUGUST 1982          PAGE  960
Y
                                                                          FISCAL         GRAND TOTAL
                                                                       YEAR TO DATE       TO DATE
ENT               PREFIX         FUNCTION    GR  CURRENT MONTH                            11,175.00
          331      2509      406       00 P 2  Severance & Consequential Damages           4,100.53
          331      2509      407       00 P 1  Appraisals.                                 2,394.14
          331      2509      407       00 P 2     "                                          121.51
          331      2509      409       00 P 1  Misc.                                         283.51
          331      2509      412       00 P 1  Title Costs & Recording Fees                2,415.56
          331      2509      414       00 P 1  Neg. Exp.                                       7.11
          331      2509      414       00 N 1    "    "                                       35.10
          331      2509      415       00 P 1  Reloc. Comp.                                   29.20
          331      2509      419       00 P 1  Sale of Land & Timber                          96.28
          331      2509      426       00 P 1  Legal                                          15.18
          331      2509      470       00 P 1  Reloc. Advis Assis                            420.00
          331      2509      712       00 P 1  Reloc.- Individuals & Fam Moving Exp           66.75
          331      2509      913       00 P 1  R/W Lgis.                                      99.33
          331      2509      920       00 P 1  Prog. Sec.                                     43.92
          331      2509      920       00 N 1    "    "                                      561.16
          331      2509      930       00 P 1  R/W Off. Exp. 1.70           1.70          15,623.71
                             TOT          P1                 1.70           1.70          13,529.14
                             TOT          P2                                                  51.03
                             TOT          N1                                              29,203.88  **
                          ** JOB TOTALS **                   .70  **        1.70  **

                                                                                               STATE
OTH  CONT NO          * FA PROJ NOS M    031002 100                                        3,014.94CR
          333      2510      294       00 N 1                                              63,026.54CR
          333      2510      296       00 N 9         5,730.54CR        5,730.54CR         63,026.54
          333      2510      298       00 N 9         5,730.54          5,730.54           11,471.87
          333      2510      407       00 P 1                                                  88.64
          333      2510      407       00 N 1                                               8,372.57
          333      2510      414       00 P 1                                                 800.61
          333      2510      414       00 N 1                                              50,885.00
          333      2510      903       00 P 1                                                 314.19
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED
326-2577	1	X10 -9867-004 APPR-772	990,250.00	811,001.53	808,982.58	85.00	687,635.19	687,626.63
326-2578	1	X1 -9326-007 APPR-823	106,250.00	82,090.94	82,090.94	85.00	69,777.30	69,721.21
326-2580	1	X10 -9891-003 APPR-772	63,750.00	82,002.12	81,378.79	85.00	69,171.97	63,750.00
326-2581	1	X10 -9302-002 APPR-580	43,775.00	16,762.73	16,762.73	85.00	14,248.32	14,229.37
327-2510	1	M -6120-002 APPR-W32	29,970.00	2,244.66	2,244.66	88.15	1,978.67	1,978.67
331-2509	1*	M -4645-002 APPR-W32	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14
	2	TQM -4645-002 APPR-124	11,608.00	13,529.14	13,529.14	85.80	11,608.00	11,608.00
331-2509	PREFIX TOTALS		25,013.14	29,203.88	29,152.85		25,013.14	25,013.14
333-2510	1*	M -4031-002 APPR-W32	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54
334-2526	1	M -0000-011 APPR-W36	101,500.00	116,996.13	117,013.19	88.10	103,088.62	101,500.00
334-2533	1	X10 -9088-003 APPR-772	660,025.00	721,843.46	721,776.01	85.00	613,509.61	613,252.00
334-2538	1	X10 -9088-004 APPR-580	506,345.00	19,850.16	19,850.16	85.00	16,872.64	16,174.39
336-2513	1	M -5885-002 APPR-W32	7,933.00	8,675.02	8,675.02	88.10	7,642.69	7,642.69
434-2535	1	BROS-3400-007 APPR-117	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00
	9			2,000.00-				
434-2535	PREFIX TOTALS		2,000.00		2,000.00	100.00	2,000.00	2,000.00
436-2514	1	RRO -000S-037 APPR-685						
	9							
-2514	PREFIX TOTALS							
503-2523	1*	RS -A882-001 APPR-075	17,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86
504-2518	1*	RS -A737-001 APPR-075	2,214.21	2,511.01	2,511.01	88.18	2,214.21	2,214.21
508-2505	1*	RS -A301-002 APPR-075	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93
514-2509	1*	RS -B428-001 APPR-075	7,531.03	9,042.83	8,777.43	85.80	7,531.03	7,531.03
517-2513	1	RS -A323-001 APPR-075	440.00	1,172.54	1,172.54	85.80	1,006.04	440.00
517-2517	1	BRS -A335-002 APPR-118	2,400.00	1,344.04	1,344.04	80.00	1,075.23	1,063.93
522-2511	1*	RS -A496-002 APPR-075	6,108.08	7,810.85	7,810.85	78.20	6,108.08	6,108.08

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/02/82

PAGE 141

GREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
,250.00	811,001.53	808,982.58	85.00	687,635.19	687,626.63		8.56
,250.00	82,090.94	82,090.94	85.00	69,777.30	69,721.21		56.09
,750.00	82,002.12	81,378.79	85.00	69,171.97	63,750.00	5,421.97 B	
3,775.00	16,762.73	16,762.73	85.00	14,248.32	14,229.37		18.95
9,970.00	2,244.66	2,244.66	88.15	1,978.67	1,978.67		
3,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		
1,608.00	13,529.14	13,529.14	85.80	11,608.80	11,608.00		
5,013.14	29,203.88	29,152.86		25,013.14	25,013.14		
3,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
,500.00	116,996.13	117,013.19	88.10	103,088.62	101,500.00	1,588.62 B	
,025.00	721,843.46	721,776.01	85.00	613,509.61	613,252.00		257.61
,345.00	19,850.16	19,850.16	85.00	16,872.64	16,174.39		698.25
7,933.00	8,675.02	8,675.02	88.10	7,642.69	7,642.69		
2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
	2,000.00-						
2,000.00		2,000.00	100.00	2,000.00	2,000.00		
7,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86		
2,214.21	2,511.01	2,511.01	88.18	2,214.21	2,214.21		
9,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
7,531.03	9,042.83	8,777.43	85.80	7,531.03	7,531.03		
440.00	1,172.54	1,172.54	85.80	1,006.04	440.00	566.04 B	
2,400.00	1,344.04	1,344.04	87.00	1,075.23	1,063.93		11.30
6,108.08	7,810.85	7,810.85	78.20	6,108.08	6,108.08		

#2775

L.

July 6, 1981

Honorable Robert A. Brogoitti
State Representative
House of Representatives
Salem, Oregon 97310

cc PE 4-10
#8-21-10
ccW La Grande

Dear Representative Brogoitti:

The City of LaGrande has three projects under the Federal Aid Urban program. Since the beginning of the Urban program in 1972, the City has been allocated $384,634 and by special approval from the League of Oregon Cities and Association of Oregon Counties, has also received approval for a 7-year advancement of $323,883 which makes $708,517 of FAU funds for LaGrande.

The Federal-Aid part of the funding requirement for the City's three projects is as follows:

Cove Avenue and Portland Street (Completed; Original full amount of federal funds approved by Oregon Transportation Commission, $134,160)	$216,629
2nd Street Viaduct (Completed, waiting for final billing; Original full amount of federal funds approved by Oregon Transportation Commission, $172,550)	217,415
SUBTOTAL	$434,044
Less Funds Allocated Through Fiscal 1981	384,634
SHORTFALL (or overrun) PRIOR TO GEKELER LANE	$-49,410
Gekeler Lane (Original full amount of federal funds approved by Oregon Transportation Commission, $326,480)	$336,369
Less 7-year advancement	323,883
SHORTFALL (or overrun) FOR GEKELER LANE	$-12,486

Total Shortfall = $49,410 + $12,486 = $61,896

There is no bookkeeping error, there simply are not enough federal funds to cover the cost of what has been constructed and what the City wants to construct.

The City has alternatives to reduce the shortfall. They could have financed the overruns on the completed projects with City funds. They can either finance the extra costs on Gekeler Lane with their own funds or they can reduce the scope of the work. They submitted a proposal on June 18, 1981 (copy attached) that reduces the scope of the project and decreases the Federal participation rate to 82 percent.

I trust this helps to clear any misunderstanding and we can advance this project to construction in the near future.

Sincerely,

for H. S. Coulter
State Highway Engineer

GEZ:pf
Attachment

bcc: Lynn Hamilton
Bill Hamilton
Noel Klein
Bill Penhollow
W. E. Schwartz
D. H. Hoehring

ROBERT A. BROGOITTI
UNION, WALLOWA AND
UMATILLA COUNTIES
DISTRICT 58

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ 1511 Adams Street
La Grande, Oregon 97850

MITTEES
Vice-Chairperson:
Trade and Economic Development
Member:
Legislative Rules and Operations
Transportation

1859

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 25, 1981

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, OR 97310

Dear Scott:

We are enclosing a copy of a letter we recently received from Lynn Hamilton, La Grande City Manager, relative to the $60,000 shortfall on the FAUS Gekeler Lane project. As indicated on the attached Interoffice Memo from D. E. Swan, Operation Programming Engineer, dated 12/22/80, the full amount was initially approved.

We would greatly appreciate your early assistance in clarifying this problem.

Kindest regards,

Bob

Robert A. Brogoitti
State Representative

RAB:ml
Encl.

RECEIVED
STATE HWY ENGR
JUN 29 '81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		☒				

ng
6/29
7/13

City of La Grande COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670
La Grande, Oregon
97850

June 18, 1981

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JUN 18 1981 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Oregon State Highway Division
Box 850
La Grande, OR 97850

RE: Gekeler Lane FAUS project

Dear Roger;

The City of La Grande wants to proceed as fast as possible with the subject project. We understand that there is a shortage of Federal funds and that the project cost will have to be reduced and that local participation will have to be increased. It is therefore requested that the following actions be taken to expedite the project.

1. Substitute 82% Federal participation for the existing 88% Federal participation in the City/State Agreement #7437 dated January 21, 1981.
2. Reduce the project costs as follows:
    a. Eliminate overlay from Sixth Street to Seventh Street.
    b. Reduce curb to curb width from the existing 44 feet to 40 feet.
    c. Eliminate the chain link fence abutting Birnie Park.
    d. Reduce width of bike path located on the North side of Gekeler Lane from the existing 10 feet to 8 feet.
    e. City will adjust utilities without reimbursement.
    f. City will widen and extend the existing 5 foot wide P.C.C. sidewalk on the north side of Gekeler Lane between Sixth and Seventh Streets, and will build ramps at Sixth Street, all at no cost to the project.

The City wants to retain the option of constructing as much of the original design as possible, depending on the availability of Federal funds and depending on how the bid costs come in. We would much prefer not having to reduce the project as outlined in Item 2 above, but realize that it is the only chance we presently have to build this much needed project.

Mr. Roger Lang
June 18, 1981
Page Two.

We also realize that we will be heading towards a repeat of the Cove Avenue project which had to remain in an uncompleted status through the winter. This problem is probably less severe than trying to compensate for the cost increases which would have to be faced with a one year delay in the project.

Sincerely,

Wm A. Hamilton
Wm. A. Hamilton
City Engineer

WAH/mc

CC: Lynn Hamilton, City Manager
Ron Gross, Public Works Director
Ron Perkins, Parks Director
John Hergesheimer, Asst. City Engineer.

cy J.A. Schlieske
Gary Zehner

JUN 18 198

City of La Grande
COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913
IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON
(503) 963-7161 P. O. BOX 670
La Grande, Oregon
97850

June 16, 1981

Mr. Bob Brogoitti
State Representative
Room 366, State Capitol Bldg.
Salem, OR 97310

Dear Bob:

Since our conversation last week, we have tried unsuccessfully to discover a substantial reason for the approximate $60,000 shortfall on our FAUS Gekeler Lane project. The best explanation so far is that a bookkeeping error was made and the state just now found out about the problem. An error of this magnitude has the potential to severely limit this project. Both the County and City have already made budgetary plans to complete the project based on the fact that the full amount of $326,480 would accrue to the project. A change at this time would be virtually impossible. Additionally, right-of-way has been acquired from Eastern Oregon State College.

As you can see from the enclosed document dated December 8, 1980, the full amount was initially approved. If this situation cannot be remedied in some manner, the City's options are extremely limited. The scope of the proposed project will have to be scaled down. Bike paths, the overlay between Sixth and Seventh Street, and reduction of street width by four (4) feet will all have to be accomplished if the revised figure of $261,000 is firm.

Your assistance in clarifying this problem will be greatly appreciated. If you need additional information, please do not hesitate to contact this office.

Sincerely,

Lynn Hamilton
City Manager

LH/mc
Encl:

STATE COPY

8713

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 1	REPORT NO. 3	COUNTY Union	DIVISION Oregon
DATE OF REPORT 4-9-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BRM-M-4645(3)
COMPLETION DATE 9-8-79	ACCEPTANCE DATE BY CONTRACT AGENCY 10-23-80	TIME ELAPSED See below	CONTRACT TIME See below
APPROVED EXTENSIONS None	LOCATION Second Street at the Union Pacific Railroad Crossing, City of LaGrande, Union County, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UP RR SECOND ST. OVERCROSSING (LaGRANDE) SECTION
FAU-4645
Grade, Pave, and Structure

This project provides for the replacement of the existing second street overcrossing of the UP RR tracks. Also included in the work is associated approach grading and paving and various utility work.

A final inspection of the project was made on June 19, 1980. Some settlement of the reinforced earth wall and fill at the north end of the structure was noted the previous year. This settlement has stopped and minor spalling at several of the joints has been corrected.

The State has indicated in their request for final acceptance that all participating work has been completed.

The final cost of the original contract items was $2,058,301.81. This is a 0.7 percent overrun of the contract bid amount of $2,043,000.00. The final amount of the project including all changes and engineering was $2,411,751.34.

It is recommended that the project be accepted.

RECEIVED
STATE HWY ENGR
APR 14 '81
REFER TO
FOR
Info
Memo
R/D
D/R
Copy
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr David B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 4/10/81	TITLE Field Operations Engineer — DATE 4/14/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8795 State L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-159 & 12-197	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Union
MODIFICATION NUMBER 1	12/22/80	Project Number BRM-M-4645(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 28 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,401,649.00	$ 2,426,932.00
Federal funds	$ 1,824,031.00	$ 1,843,490.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid item costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~15th~~ 22nd day of ~~October~~ December , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 10, 1980

Federal Aid Project
No. BRM-M-4645(3)

UPRR 2nd St. O'Xing (LaGrande)
City Street, Union County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201

Roadway (Sta. 3+70 to Sta. 12+39) (Sta. 16+23 to Sta. 21+75)

Subtotal of previous estimate of August 16, 1978			$ 378,767.00

Previous Estimate

Embankment in Place	29,570 Cu. Yd.	6.00	$ 177,420.00

Revised Estimate

Embankment in Place	33,000 Cu. Yd.	6.00	$ 198,000.00
		Increase	20,580.00
		Subtotal	399,347.00
		Engineering	47,345.00
		TOTAL	$ 446,692.00

Type Code X131
UPRR 2nd St. O'Xing Br. #9069 (Sta. 12+39 to Sta. 16+23)

Same total as previous estimate of August 16, 1978	$1,763,880.00

Type Code Y060
Utility Work

Subtotal of previous estimate of August 16, 1978		$ 188,140.00
	Subtotal	$ 188,140.00
	Engineering	28,220.00
		$ 216,360.00

Length of Roadway ------------- 0.269 mi.
Length of Structure ----------- 0.073 mi.
TOTAL 0.342 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway (BRM)	$ 446,692.00	$ 335,010.00	$ ----	$111,682.00
Structure (BRM)	1,763,880.00	1,322,910.00	----	440,970.00
Utility Work (M)	216,360.00	185,570.00	15,395.00	15,395.00
TOTAL	$2,426,932.00	$1,843,490.00	$15,395.00	$568,047.00
BRM Funds (75%)	$2,210,572.00	$1,657,920.00	$ ----	$552,652.00
M-Funds (85.77%)	$ 216,360.00	$ 185,570.00	$15,395.00	$ 15,395.00

Group 1 95%; Group 2 5%
Contract No. 8795
Prefix 331-1098

8795

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-54	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-28-78	ate Oregon County Union Project No. BRM-M-4645(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

UPRR 2nd St. O'xing (LaGrande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-78	0.342

OTHER *(Specify)*

BRM-Pro Rata 75%

FUNDS M- Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
BRM- 2,189,992.00 $ M- 211,657.00	1,642,494.00 $ 181,537.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer

(Title)

By For: H. S. Coulter

State Highway Engineer

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 16, 1978

Federal Aid Project
No. BRM-M-4645(3)

UPRR 2nd ST. O'XING (LaGRANDE)
CITY STREET, UNION COUNTY

Project Agreement Estimate

Type Code 6201

Roadway (Sta. 3+70 to Sta. 12+39) (Sta. 16+23 to Sta. 21+75)

Mobilization	All	Required (24%)		$ 42,000.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00

ROADWORK

Removal of Structure and Obstructions	All	Required		5,000.00
Removal of Pavement	1,670	Sq.Yd.	5.00	8,350.00
Embankment in Place	29,570	Cu.Yd.	6.00	177,420.00
Watering	315	M-Gal.	10.00	3,150.00
1 1/2" - 0 Aggregate Base	2,500	Ton	7.00	17,500.00
Class "B" or "C" Asphalt Concrete	1,080	Ton	21.00	22,680.00
Pedestrian Stairway Railing	70	Lin.Ft.	40.00	2,800.00
8-inch sewer pipe	350	Lin.Ft.	11.00	3,850.00
12-inch sewer pipe	470	Lin.Ft.	12.00	5,640.00
Encase 36-inch Storm Sewer	90	Lin.Ft.	30.00	2,700.00
Concrete Manholes	3	Each	1,500.00	4,500.00
Concrete Inlets, Type P	7	Each	500.00	3,500.00
Guard Rail, Type 1	188	Lin.Ft.	9.00	1,692.00
Guard Rail, Type 2A	1,500	Lin.Ft.	13.00	19,500.00
Guard Rail, Type 3	100	Lin.Ft.	24.00	2,400.00
Guard Rail Anchors, Type 1	3	Each	250.00	750.00
Rail End Pieces, Type A	6	Each	30.00	180.00
Rail End Pieces, Type C	10	Each	100.00	1,000.00
Guard Rail End Shoes	4	Each	60.00	240.00
CL-4 Chain Link Fence	865	Lin.Ft.	7.00	6,055.00
Concrete Walks and Stairways	580	Sq.Yd.	18.00	10,440.00
Concrete Driveways	165	Sq.Yd.	20.00	3,300.00
Concrete Curbs	3,075	Lin.Ft.	4.00	12,300.00
30' Pole, Luminaire and Footing	2	Each	2,500.00	5,000.00
25' Pole and Luminaire	2	Each	2,000.00	4,000.00
2-inch Electrical Conduit	870	Lin.Ft.	6.00	5,220.00
				$ 376,167.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 1,000.00
On the Job Trainees (2 at $800) (E.W.)	All Required		1,600.00
			$ 2,600.00
	Subtotal		$ 378,767.00
	Engineering		47,345.00
	Total		$ 426,112.00

Type Code X131
UPRR 2nd ST. O'XING BR. #9069 (Sta. 12+39 to Sta. 16+23)

Mobilization	All Required (76%)		$ 133,000.00
Bridge Removal Work	All Required		50,000.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	175 Cu.Yd.	15.00	2,625.00
Furnish Pile Driving Equipment	All Required		15,000.00
Furnish, HP 12x53 Steel Piling	1,300 Lin.Ft.	15.00	19,500.00
Drive Steel Piles	1,300 Lin.Ft.	15.00	19,500.00
Structural Concrete, Class 3300 (330 C.y.)	All Required		60,000.00
Structural Concrete, Class 4500 (430 C.y.)	All Required		60,000.00
Expansion Joint, Type RC-400	2 Each	2,000.00	4,000.00
Structural Concrete in Retaining Walls	10 Cu.Yd.	200.00	2,000.00
Reinforcement (90,000 lbs.)	All Required		30,000.00
Coated Reinforcement (45,000 lbs.)	All Required		20,000.00
Reinforcement in Walls	1,000 Lbs.	0.50	500.00
Structural Steel (556,000 lbs.)	All Required		501,803.00
Pedestrian Handrail	405 Lin.Ft.	35.00	14,175.00
Chain Link Enclosure	385 Lin.Ft.	35.00	13,475.00
Metal Bearing Devices, Fixed	4 Each	1,000.00	4,000.00
Metal Bearing Devices, Expansion	6 Each	400.00	2,400.00
Reinforced Concrete Bridge End Panels	176 Sq.Yd.	35.00	6,160.00

Structural Excavation of R.E. Walls	2,230 Cu.Yd.	2.00	4,460.00
Concrete Face Panels	24,470 Sq.Ft.	16.00	391,520.00
Wall Erection	24,470 Sq.Ft.	2.50	61,175.00
Concrete Footing	1,850 Lin.Ft.	6.00	11,100.00
Concrete Coping	1,865 Lin.Ft.	20.00	37,300.00
			$1,478,693.00

Anticipated Items

Railroad Protective Cost	All Required	$ 60,656.00
Railroad Track Work	All Required	6,588.00
Railroad Comm. and Signal Work	All Required	21,957.00
		$ 89,201.00
	Subtotal	$1,567,894.00
	Engineering	195,986.00
	Total	$1,763,880.00

Type Code Y060
Utility Work

12-inch Sanitary Sewer	323 Lin.Ft.	15.00	$ 4,845.00
10-inch Sanitary Sewer	287 Lin.Ft.	35.00	10,045.00
Concrete Sanitary Sewer Manholes	3 Each	2,000.00	6,000.00
6-inch D.I. Waterline	115 Lin.Ft.	35.00	4,025.00
8-inch D.I. Waterline	110 Lin.Ft.	35.00	3,850.00
12-inch D.I. Waterline	1,125 Lin.Ft.	35.00	39,375.00
Waterline Casing	All Required		60,000.00
Sewerline Casing	All Required		60,000.00
	Subtotal		$ 188,140.00
	Engineering		23,517.00
	Total		$ 211,657.00

Length of Roadway - - - - - - - - - - - - - - 0.269 mi.

Length of Structure - - - - - - - - - - - - - 0.073 mi.

TOTAL 0.342 mi.

Cost of Roadway Per Mile - - - - - - - - - $1,584,059.48

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway (BRM)	$ 426,112	$ 319,584	$ --	$106,528
Structure (BRM)	1,763,880	1,322,910	--	440,970
Utility Work (M)	211,657	181,537	15,060	15,060
TOTAL	$ 2,401,649	$1,824,031	$ 15,060	$562,558
BRM Funds (75%)	$2,189,992	$1,642,494	$ --	$547,498
M-Funds (85.77%)	$ 211,657	$ 181,537	$ 15,060	$ 15,060

Group 1 95%; Group 2 5%

Contract No. 8795

Prefix 331-1098

8795

November 24, 1980

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1300
200 S.W. Market Street
Portland, OR 97201

CON 5
#8795

Gentlemen:

A post-final payment for $663.91 will be made to Hensel Phelps Construction Co. on Contract No. 8795 for work on the UPRR 2nd Street Overcrossing (La Grande) Section of FAU 4645 in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,084,278.67 including the post-final payment. Of the total, $7,967.92 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmg

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

bc: C. T. Kassey
Walt Hart
W. E. Schwartz

#8795

October 27, 1980

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

CON 3
#8795

Gentlemen:

Contract No. 8795 awarded to Hensel Phelps Construction Co., for work on the UPRR 2nd Street Overcrossing in La Grande on FAU 4645 in Union County was completed on June 30, 1980, and accepted by the State Highway Division on October 23, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 3, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98663

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hazek
W. E. Schwartz

8795 P

DEPARTMENT OF JUSTICE

Memorandum

TO: John McLean
Assistant Attorney General

DATE: September 5, 1980

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

NOTED
H. S. COULTER

SUBJECT: Wilson v. State
L-7869

In reply to your August 25, 1980 letter, please be advised that I have requested the Right of Way Section to secure an appraisal on this file and supply it to you.

I have discussed this matter with the Chairman of the Transportation Commission and he indicates that filing a third-party complaint against the City or seeking indemnity in a subsequent action would be satisfactory to him. He also agrees that the City should accept the responsibility in this but does not intend to take any particular action himself.

I have checked with the administration and there are not any federal funds left available to this project so that option is out and whatever the outcome of the lawsuits, the judgment will have to be paid either by the City or the State Highway Division.

JLS:hg

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sgn	Act	File

#2195

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-14-8

FEDERAL AID PROJECT NO. 1-4645(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70443

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR.
JUL 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Orig

DATE PS&E APPROVED 7-5-80	DATE AUTHORIZATION EFFECTIVE 7-14-80	FEDERAL ROUTE NUMBER FAU 4645	STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Second St. Viaduct (LaGrande) Section

GENERAL DESCRIPTION OF WORK:
Supplement #3 - Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

REMARKS

As requested in Mr. Swan's letter of 6-16-80 I approve Supplement No. 3 to Consultant Agreement with Oregon Bridge Engineering revising actual cost to a TEC of $205,000 which includes a fixed fee of $20,000.

A signed copy of Supplement #3 is returned herewith.

DATE 7-14-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-998

#772

L

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY

TELEPHONE
AREA CODE 503
276-3331

July 7, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: William M. Wilson v. City of LaGrande

Second Street Viaduct Section
LaGrande FAU 4645

Gentlemen:

The City Attorney of LaGrande by letter to you of June 20, 1980, has heretofore forwarded a copy of the above complaint in an action now pending in the Circuit Court of the State of Oregon for Union County. Our office also represents the City of LaGrande and we join in Mr. Valentine's tender of defense.

In the event that his letter can be construed as tendering the defense of the second cause of action only, we hasten to point out that under ORS 105.760(1), the State of Oregon should also be accepting the defense and indemnifying the City against any loss with respect to the first cause of action also.

We enclose copy of the complaint and you will note that the first cause of action is also alleging damage to real property abutting upon a street affected by the grade change.

Please advise us promptly if the State is accepting this tender of defense.

Yours very truly,

COREY, BYLER & REW

By George H Corey

GHC:mf

RECEIVED
STATE HWY ENGR
JUL - 9 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cc: Attorney General
State of Oregon
Salem, Oregon 97310

cc: Mr. Eric W. Valentine
Helm & Valentine
Attorneys at Law
P. O. Box 967
LaGrande, Oregon 97850

cc: Mr. Lynn Hamilton
City Manager
City Hall
LaGrande, Oregon 97850

CIRCUIT COURT OF THE STATE OR OREGON FOR UNION COUNTY

WILLIAM M. WILSON)
)
Plaintiff)
)
vs.)
)
CITY OF LA GRANDE, a)
municipal corporation,)
)
Defendant.)

COMPLAINT

Case No. ____

For a first cause of action, the Plaintiff alleges:

I.

That at all times material herein Plaintiff was, and now is, the owner and in possession of the premises known as 2113 Second Street, in the City of La Grande, State of Oregon.

II.

That at all times material herein Defendant was, and now is, the owner and in possession of Second Street which, for a portion of its length, adjoins and is contiguous with Plaintiff's said premises.

III.

Defendant commenced construction on its said premises of a new viaduct [and, in connection with the construction of the viaduct and the demolition of that portion of Second Street adjoining Plaintiff's home, has prevented Plaintiff from having any access to Second Street for the foreseeable future. Previously the primary entrance (front entry) to the Plaintiff's home was from Second

Street and now, as a result of the construction, Second Street cannot be used for parking or as a means of access to the Plaintiff's home.

IV.

During the course of the construction, Plaintiff's health has been damaged as a result of the dust, Plaintiff has been annoyed during the months of construction and has been prevented from maintaining the front of his home due to the construction all to his damage in the sum of $4,000.

For a second cause of action, Plaintiff alleges:

I.

Plaintiff realleges the allegations set forth above in his first cause of action as a part of this second cause of action.

II.

That the aforesaid acts of Defendant have directly and permanently reduced the fair market value of Plaintiff's home by $15,000; and constitute the taking by the City of La Grande of the property of the Plaintiff without the formal excercise of the power of eminent domain, and without just compensation to Plaintiff as is required by the Fifth Amendment to the Constitution of the United States, as applicable to citizens of Oregon through the Fourteenth Amendment to the Constitution of the United States, and Article 1, Section 18 of the Oregon Constitution.

III.

Plaintiff has requested payment from the City of La Grande but has not received any payment nor any acknowledgment of his demand, and has therefore been required to employ the services of an attorney to bring this inverse condemnation proceeding against the Defendant. A reasonable sum to be allowed to the Plaintiff in the way of attorneys fees is $2,500.

WHEREFORE, Plaintiff demands judgment against the Defendant as follows:

1. For $4,000 on Plaintiff's first cause of action together with interest at the rate of nine (9) percent per annum from the date of the judgment herein.

2. For $15,000 on Plaintiff's second cause of action together with interest at the rate of nine (9) percent per annum from the date of the judgment herein.

3. For Plaintiff's reasonable attorneys fees in the sum of $2,500.

4. For Plaintiff's costs and disbursements incurred herein.

Willard K. Carey
CAREY & JOSEPH
A Professional Corporation
901 Washington Avenue
P. O. Box 1399
La Grande, Oregon 97850
Phone: (503) 963-4901

STATE OF OREGON)
: ss.
COUNTY OF UNION

I, the undersigned, being first duly sworn, say that I am the Plaintiff and that the foregoing Complaint is true as I verily believe.

William M. Wilson

SUBSCRIBED and SWORN to before me this 3rd day of October, 1979.

Darlene M. Hargett
Notary Public for Oregon
My Commission Expires: 7-28-80

La Grande, Oregon 97850
Phone (503) 963-4901

HELM & VALENTINE
LAWYERS

CARL G. HELM, SR. 1881-1948
CARL G. HELM
ERIC W. VALENTINE

1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

June 20, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Second Street Viaduct section, La Grande, FAU 4645

Enclosed is a copy of a complaint filed against the City of La Grande. Although poorly pleaded, the second cause of action in essence alleges damages for inverse condemnation against the City of La Grande, caused by the construction of the above referenced Second Street Viaduct project. The damages from the alleged taking resulted from the change of the grade in Second Street which passed in front of Plaintiff's residence.

ORS 105.760(1) makes the Department of Transportation liable for reasonable compensation for any damage to real property that is affected by a grade change. The Department of Transportation changed this grade pursuant to the consent and approval of the City on April 25, 1978 of the proposed engineering plans.

Defense of this case is therefore tendered to you. The City of La Grande will expect you to accept this tender and defend it fully in this action. The City will also expect you to pay any judgment which may be rendered against it, and to hold it harmless from any liability whatever concerning this matter. If this tender is not accepted, the City of La Grande will be forced to file their own cross-complaint against the Department of Transportation for all expenses and attorney's fees incurred to date and prospectively.

RECEIVED
STATE HWY ENGR
JUN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					X	

Please let me hear from you as soon as possible, and in any event within fourteen (14) days concerning this tender of defense. Thank you.

Sincerely,

Eric W Valentine

Eric W. Valentine

EWV:ls

cc: Lynn Hamilton
City Manager
La Grande, Oregon 97850

George Corey
Corey, Byler & Rew
222 S.E. Dorion Avenue
Pendleton, Oregon 97801

RECEIVED
MAR 01 19[illegible]
HE[illegible] & FET[illegible]

CIRCUIT COURT OF THE STATE OR OREGON FOR UNION COUNTY

WILLIAM M. WILSON)
Plaintiff)
vs.)
CITY OF LA GRANDE, a)
municipal corporation,)
Defendant.)

FILED
32 50 OCT 16 1979
AT 8:30 O'clock A. M.
SHIRLEY L. BOLIN, CLERK
BY Barbara C. Bak DEPUTY

COMPLAINT

Case No. 25769

For a first cause of action, the Plaintiff alleges:

I.

That at all times material herein Plaintiff was, and now is, the owner and in possession of the premises known as 2113 Second Street, in the City of La Grande, State of Oregon.

II.

That at all times material herein Defendant was, and now is, the owner and in possession of Second Street which, for a portion of its length, adjoins and is contiguous with Plaintiff's said premises.

III.

Defendant commenced construction on its said premises of a new viaduct and, in connection with the construction of the viaduct and the demolition of that portion of Second Street adjoining Plaintiff's home, has prevented Plaintiff from having any access to Second Street for the foreseeable future. Previously the primary entrance (front entry) to the Plaintiff's home was from Second

Street and now, as a result of the construction, Second Street cannot be used for parking or as a means of access to the Plaintiff's home.

IV.

During the course of the construction, Plaintiff's health has been damaged as a result of the dust, Plaintiff has been annoyed during the months of construction and has been prevented from maintaining the front of his home due to the construction all to his damage in the sum of $4,000.

For a second cause of action, Plaintiff alleges:

I.

Plaintiff realleges the allegations set forth above in his first cause of action as a part of this second cause of action.

II.

That the aforesaid acts of Defendant have directly and permanently reduced the fair market value of Plaintiff's home by $15,000; and constitute the taking by the City of La Grande of the property of the Plaintiff without the formal excercise of the power of eminent domain, and without just compensation to Plaintiff as is required by the Fifth Amendment to the Constitution of the United States, as applicable to citizens of Oregon through the Fourteenth Amendment to the Constitution of the United States, and Article 1, Section 18 of the Oregon Constitution.

III.

Plaintiff has requested payment from the City of La Grande but has not received any payment nor any acknowledgment of his demand, and has therefore been required to employ the services of an attorney to bring this inverse condemnation proceeding against the Defendant. A reasonable sum to be allowed to the Plaintiff in the way of attorneys fees is $2,500.

WHEREFORE, Plaintiff demands judgment against the Defendant as follows:

1. For $4,000 on Plaintiff's first cause of action together with interest at the rate of nine (9) percent per annum from the date of the judgment herein.

2. For $15,000 on Plaintiff's second cause of action together with interest at the rate of nine (9) percent per annum from the date of the judgment herein.

3. For Plaintiff's reasonable attorneys fees in the sum of $2,500.

4. For Plaintiff's costs and disbursements incurred herein.

Willard K. Carey
CAREY & JOSEPH
A Professional Corporation
901 Washington Avenue
P. O. Box 1399
La Grande, Oregon 97850
Phone: (503) 963-4901

STATE OF OREGON)
: ss.
COUNTY OF UNION

I, the undersigned, being first duly sworn, say that I am the Plaintiff and that the foregoing Complaint is true as I verily believe.

William M. Wilson

SUBSCRIBED and SWORN to before me this 3rd day of October, 1979.

Darlene M. Hargett
Notary Public for Oregon
My Commission Expires: 7-28-80

CAREY & JOSEPH
P.O. Box 1399
La Grande, Oregon 97850
Phone (503) 963-4901

8795

AGR

June 16, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. BRM-4645(1)
Supplemental Consultant Agreement
2nd Street Viaduct
City of La Grande & OBEC

Attached for your consideration are two fully-conformed copies of a proposed supplemental consultant agreement covering construction engineering services furnished to the City of La Grande by OBEC Consulting Engineers.

We request your approval of the supplemental agreement and the return of one approved copy for our project file.

MCH:bke
Attachments

cc: Roger Lang, Region 5

Jan, 79 - June 79 to Utah
$ 7737.35 retain 10%

Wally
683-6090

BRM-645(3)

2878

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: June 11, 1980

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Consultant Agreement #3
2nd Street Viaduct
City of La Grande

In reviewing the correspondence concerning Oregon Bridge Engineering's request for additional construction engineering monies, I find the Region failed to make a firm recommendation or course of action to you.

In reviewing the latest available job cost summary, it appears as though there are sufficient funds remaining in the account to meet the request of Oregon Bridge which will meet the stipulation that no additional deposit be required from the City. Also, in discussing this matter with Dave Carter, Area Engineer, it appears as though the Federal Highway Administration may look favorably upon the request.

Therefore, the Region recommends your concurrence of the ammendment to the consultant agreement.

Federal funds to collect
G-1 = $4,120.80
G-2 = 17,994.83
$22,115.63

JCS shows 904 payments to consultant of $199,869.46.

RCL/vt
cc: Lynn Hamilton
H. N. Van Cleave

Dave—
For your signature of concurrence.
Mainor

BRM-4645(1)

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon ... ...Telephone 963-3177

May 13, 1980

Lynn Hamilton
City Manager
City Hall
La Grande, Oregon 97850

Dear Lynn:

Re: Preliminary Engineering Charges
2nd St. Viaduct

Some time ago we were discussing the total project costs relating to the 2nd Street Viaduct and the time lag encountered in obtaining the final audit from the State.

Listed below are preliminary audit figures for preliminary engineering with an explanation for the increase or decrease in amounts originally authorized.

Prefix 331-1930	Original	Final
HBR Funds Consultant Engineer(904)	$50,000	$58,900
	This item was increased as a result of design modifications required by UPRR height clearences.	
Field Monitoring by State(901)	$ 1,000	$ 999.06
Design Review(905)	$ 2,000	$ 787.36
	Underrun of $1,212.64, less time was required by the Design Engineer than was originally anticipated.	

VH

Form 734-3123

Prefix 331-1930	Original	Final	
Bridge Design Review(906)	$ 3,000	$ 3,706.19	Overrun of $706.19, caused by design changes and features incorporated by the Consultant; very minimal amount considering the changes involved.
Signing(911)	$0.00	$ 233.92	It is required the project be reviewed by the Traffic Engineer. I allowed for this under Design Review but due to accounting procedures, it must be listed otherwise.
Right-of-way Liaison(913)	$0.00	$ 182.51	I assumed all r/w charges were to be to a seperate prefix. It has been determined actual certification of r/w must be charged to this prefix.
Utility Liaison(914)	$0.00	$ 1,642.91	Originally this item had not been anticipated; however, due to the complexity of the project involving the UPRR communications system and and the City of La Grande's water and sewer conflicts, much time was required to sort out the items and determine if they were eligible for Federal Aid. The end result of Federal participation is well worth the cost involved.
Project Management(920)	$0.00	$ 402.76	Unanticipated item, these charges result from our Project Management's review of Consultant Agreements, ammendments to the Consultant Agreement and programming of the project with the Federal Highway Administration.
Specifications(921)	$ 1,000	$ 2,168.69	Overrun of $1,168.69. No one accurately predicted the complexity of this project in the beginning, as the complexity increases the time required to write meaningful and accurate specifications increases. This cost also includes printing and distribution of plans and specifications.
Environmental(923)	$0.00	$ 2,168.69	The environmental assessment was prepared by the Highway Division on behalf of the City, which also included a basic noise study required by the Federal Highway Administration.

Prefix 331-1930	Original	Final
	Total Preliminary Audit Cost	$71,392.28
	Original Est. of Cost	57,000.00
	Increase	14,392.38
	City Share 25%	3,598.25

(Deposit received $14,250, 25% of $57,000)

We have programmed the increased cost with the Federal Highway Administration. We are not asking for an additional deposit at this time. I am merely informing you of the increased cost and the reason for the increase.

Prefix 331-2509
FAU Funds

Right-of-way, Preliminary Audit

Original	Final
$36,000	$27,021.56

Underrun of $8,978.44

Deposits received		$2,560.00
Apparent City Share	7% x $27,021.56	1,891.51
Apparent Overpayment		668.49

This overpayment will not be refunded at this time, but will be applied to the overall project costs and will show in the final audit figures.

I am in the process of obtaining preliminary audit figures for the construction of the project. I hope to have this information in the near future so that we may have some idea of the total project costs.

Sincerely,

Roger C Lang

Roger C. Lang
Federal Aid Engineer

RCL/dt

cc: W. A. Hamilton, City Engineer
D. E. Swan
Don Harwell
H. N. Van Cleave

8775

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: April 23, 1980

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Consultant Agreement #3
2nd Street Viaduct
City of La Grande

Submitted herewith is Consultant Agreement #3 on subject project. Oregon Bridge Engineering requests that the engineering cost limit be increased from $175,000 to $205,000. The fixed fee is to remain at $20,000 as per the previous agreement. All terms of previous agreements remain the same, including the scope of the work. Their only reason for requesting the increase in the actual cost fee is due to their poor estimate of the actual cost.

The City of La Grande has signed the agreement with the stipulation that there will be no additional cost to the City over and above what they had previously agreed to.

Attached to the supplemental agreement are Exhibit "A"; a letter dated January 14, 1980 from the La Grande City Engineer to the City Manager; and a letter dated December 5, 1979 from Wally Palmateer, of OBEC, to the La Grande City Engineer. All of these documents are submitted to document and explain the reasons for the requested increase.

This office has reviewed the information submitted and feel that OBEC has incurred costs over and above the costs previously agreed to. However, from review of the Federal-Aid Highway Program Manual, Volume 6, Chapter 1, Section 2, Subsection 2, Engagement of Consultants for Engineering Services, and from previous experience in requesting increases in consultant fees; I am of the opinion that the only legitimate reason for requesting an increase has to be tied to a change in the character or scope of the work. Such is not the case here.

Also attached is an analysis of OBEC's request by Region 5 Federal Aid Engineer Roger Lang which should be helpful in considering this request.

We would like to see the Consultant reimbursed for his costs but are not optomistic about his chances.

WES/vt
Enc.
cc: Dave Carter, FHWA
H. N. Van Cleave

PROJECT MANAGEMENT BRANCH
[✓ ASHE ☑] STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 25 1980
REFERRED TO M.
FOR
FILE: PM FA LG.

✓

81-125-1387

D. E. Swan

STATE OF OREGON **INTEROFFICE MEMO**

8795

TO: W. E. Schwartz
Region Engineer

DATE: April 21, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Agreement No. 3, Construction Engineering
Consultant Agreement
City of La Grande - OBEC Consulting Engineers
2nd Street Viaduct

The enclosed Agreement No. 3 states "the City of La Grande and OBEC Consulting Engineers desire to supplement their Agreement entered into and executed on December 15, 1976 and identified as Agreement No. 1". The Agreement neatly side steps the fact that Supplemental Agreement No. 2, requested by OBEC on May 8, 1979; approved by FHWA June 13, 1979; approved by the City of La Grande June 27, 1979; increased the construction engineering to an amount not to exceed $175,000.

Further review of the enclosed Agreement shows the scope is acceptable as ammended and remains unchanged (it is assumed this is referring to the change incorporated in Supplemental Agreement No. 2), the time of beginning and completion, is acceptable as ammended and remains unchanged; and payment shall be based upon full compensation of construction engineering actual costs plus a fixed fee of $20,000, not to exceed $205,000 (an increase of $30,000 over Supplemental Agreement No. 2) subject to:

a. Approval by FHWA.
b. Cost of the increase is a participating item through Federal or State funds.
c. No additional revenues be required from the City.

The attached EXHIBIT "A" dated 3/31/79 shows estimated and actual costs for services provided through November 30, 1979. The items which appear to be out of line the worst are direct job charges by OBEC personnel and Material Testing-OSHD.

Summation

In reviewing the Federal Aid Highway Program Manual, Volume 6, Chapter 1, Section 2, Subsection 2, article 10 (FHPM 6-1-2-2, article 10) defines a change in the scope of work is needed in order to consider a supplemental Agreement. The City and OBEC both agree there has been no change in the scope of work or time frame. Preliminary discussions with Dave Carter, Area Engineer, FHWA, indicates the Agreement would not be approved.

Stipulations for payment are contingent upon funds being available from FHWA or the State and with no additional cost to the City. The Construction-Finance Agreement clearly identifies that only Bridge Replacement Funds and Local Funds are involved in the project for the structure but State funds are involved in the Adjustment of Utilities and Right-of-Way Acquisition. It would be very difficult to determine if additional Local Funds would be required without a preliminary audit.

The Material Testing-OSHD appears to be an item that is very much out of line. This is due to the fact that the State of Utah would not bill OBEC, consequently they billed the State for $8,700 ± who in turn billed OBEC. Also, OBEC requested the State to perform certain tasks under Request for Outside Billing, No. 5-278, dated August 28, 1978 in the amount of $8,000, but I understand these costs were actually somewhere around $4,000. It appears someone is trying to make the State look bad by manipulating these figures.

Recommendation

I have no doubt that OBEC has incurred the costs they have shown; however, approval of the Agreement does not appear possible under the terms of FHPM 6-1-2-2, article 10. I agree that OBEC did "badly underestimate both the complexity and the number of operations that took place during these 8 months" (letter of 12/5/79). However, poor foresight and marginal management techniques do not justify paying for their errors.

A possible alternative would be to reimburse OBEC, subject to FHWA approval, for actual costs incurred but to eliminate the fixed fee. This would not allow them any profit but would, at least, recover their expenses.

RCL/vt
Enc.
cc: Dave Carter, FHWA
D. E. Swan
H. N. Van Cleave

Region has cy

OBEC CONSULTING ENGINEERS

April 15, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA APR 17 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. H. N. Van Cleave
Oregon Department of Transportation
Highway Division
1216 S.E. Byers Avenue
Pendleton, Oregon 97801

Re: UPRR Overcrossing, 2nd Avenue
OBEC Job No. 91-3

Dear Bud:

I am enclosing Agreement No. 3 which has been approved by the City of La Grande and ourselves together with necessary backup data and correspondence.

Since our last payment on this project was about six months ago and outstanding in invoices total over $30,000, would you please expedite this paperwork.

Bill Hamilton of the City has received the invoices and with our concurrence on this agreement should send these invoices to you for processing.

Very truly yours,

W A Palmateer

W. A. Palmateer
General Manager

WAP:ps
Enclosures -3

cc: Bill Hamilton

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

City of La Grande
COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P.O. BOX 670
La Grande, Oregon
97850

January 14, 1980

MEMO TO LYNN HAMILTON, City Manager

RE: Second Street Viaduct Project, Consultant Fee.

This project was a 2.5 million dollar F.H.W.A. grant (75% Feds; 25% local) to replace an old bridge over the Union Pacific Railroad tracks. We retained the Oregon Bridge Engineering Company, consulting engineers (OBEC) for the preliminary and final design, and also for the construction engineering. The first contact with OBEC was in 1971 and has continued to date.

The construction contract with Hensel-Phelps was awarded 8/11/78, started 9/11/78, and completed, on time, 11/8/79.

OBEC requested and City approved two fee increases for construction engineering based on changing scope and complexity.

December 1976 - Sept. 1978	$100,000
Sept. 1978	138,620
April 1979	175,000

In December, 1979, after completion of the construction, OBEC requested an increase of the "Not to exceed" to $205,000.

In my opinion, this request should be approved by the City with the following conditions:

1. F.H.W.A. and State approval.
2. Grant eligible.
3. No additional City deposit is necessary.

I think that the project did require work in excess of the previously estimated scope and that OBEC rightfully performed this extra work in accordance with good engineering practice and at a justifiable cost.

Following is an outline showing highlights of increased scope:

1. December 1976 to September 1978!
   - a. Conducted alternate design studies.
   - b. Raised bridge.
   - c. Shortened span.
   - d. Changed fill to walls.
   - e. Added utility relocations.
2. September 1978 to April 1979.
   - a. Performed off-site steel inspection in Utah.
   - b. Utility relocation during Winter and Spring.
3. April, 1979 to December 1979.
   - a. Complexity and number of project activities.
   - b. State of Utah plus OSHD billings for work beyond control of OBEC.

I can't speak for OBEC, but from what I know of this lengthy project and saw of their work, the request is reasonable. OBEC has documentation and would be happy to respond to detailed questions if asked.

Sincerely,

Wm. A. Hamilton

Wm. A. Hamilton
City Engineer

WAH/mc

Attach:

file 91-3

OBEC CONSULTING ENGINEERS

December 5, 1979

Mr. William A. Hamilton
City Engineer
City of La Grande
P.O. Drawer 670
La Grande, Oregon 97850

Re: 2nd Street Overcrossing
OBEC Project No. 91-3

In a previous letter sent October 11, 1979, I indicated the scope of the overruns - which were becoming apparent. Our billing for September 30th, was $180,706, $5,700 over the "not to exceed" amount and consequently we were not paid this $5,700.

My best estimate is that the total cost will be at, or slightly under, $205,000. To date you have authorized, and the State has paid $163,206.11 on engineering and expenses, $11,773.89 on the fixed fee, a total of $174,980.00.

When supplemental agreement No. 2 was made, our estimate on direct engineering was $25,900 based upon, among other things, only a part time use of an assistant. As the payrolls indicate, we should have estimated the full time employment of an assistant.

Our estimate of 360 hours for steel inspection was one week shy and 410 hours were utilized.

Our estimate of direct home office supervision costs of $2,100 should have been shown in the "onsite engineering portion" - that the cost of labor might have been augmented by the overhead allowance.

Finally, while most of the expenses and outside charges were within the estimate, no allowance was made for the State of Utah and their $8,700+ billing for steel inspection - and general under estimate of OSHD Lab charges.

It is quite apparent from the amount of people we needed to inspect and supervise the work as shown on the monthly time sheets, that I had badly underestimated both the complexity and the number of operations that took place during these 8 months.

P.O BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

Besides the structure work itself, which is a major job when you include the erection and inspection of the structural steel, the daily job diary's show placing the 10" sewerline, placing and backfilling the waterline, placing the reinforced earth panels, continuous pouring of the RE, copings, placing and compaction of the embankment, removing AC curbing, forming manholes and catch basins, general concrete finishing, retaining wall and retaining wall footing, sidewalks and curbs, sub-drilling RE walls, pouring driveways, forming and pouring GM railing, the impact slabs, rock base, red topping, blue topping, AC paving and compaction, pedestrian railing, the stairs, additional storm drains, waterproofing, guardrail and fencing.

From the attached Exhibit A it can be noted that (1) the job has overrun in time by one month and final Federal Aid paperwork will extend from November 12th, when we physically left the job, until nearly Christmas. (2) Items over which we had substantial control were under the estimate.

While I feel the prime responsibility for the inaccurate estimate it was deemed to be sufficient by all parties concerned. The total construction engineering is still under 10% of the contract amount. The work was handled well. The job looks good.

The Utah billings were not included in the estimate and are considered by me to be an extra. The surface treatment of the RE panels is an extra. The out-of-state inspection of the RE panels was not contemplated, and of course the steel inspection, though budgeted in the supplemental agreement, has created much additional paperwork.

The question finally comes down to two issues, (1) whether there was excess engineering on our part above and beyond the requirements of the work - and we would stoutly uphold the efficiency of our work. (2) Whether the intent of the contract is to penalize the engineer rather than be a basis for charging for the work.

The design fee for this complex job was less than 3% - an extremely low figure. The field work will be Less than 10% for a job drug out longer than anticipated. A normal profit on field costs would be $28,000 in fixed fee. Since there has been no adjustment for the extra billings to date, the job will show a substantial loss.

We ask that the City now raise the maximum compensation to $205,000 with no change in fixed fee.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
cc: Bud Van Cleave
Roger Lang

La Grande

UPRR 2ND STREET OVERCROSSING Section
Second Street, LaGrande FAU 4645
Contract 8795, Prefix 331-1098
FAP No. BRM-M-4645(3)

1 Versteeg ✓
Anderson
db Christensen copy
Olson
db Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
APR 9 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

	Bid Items	Authorized	Final Quantity	% Over or Under
1.	Mobilization	All	100%	-0-
2.	Temporary Protection & Direction of Traffic	All	100%	-0-
3.	Removal of Structures & Obstructions	All	100%	-0-
4.	Removal of Pavement	1670 Sq Yd	1634.4	-2.13
5.	Embankment In Place Volume for special backfill in R.E. wall strap areas was not included in original quantity.	29570 Cu Yd	33384.5	+12.90%
6.	Watering All required. Embankment material delivered to job site @ or near optimum moisture for compaction. Watering required on aggregate base only.	315 M-Gal	47.9	-84.79%
7.	1"-0 Aggregate Base. Under estimated in bid schedule. Material placed to line & grade as called for on the plans.	2500 Ton	2980.8	+19.23%
8.	Class "C" Asphalt Concrete	1080 Ton	1070.78	-0.85%
9.	Pedestrian Stairway Railing Bid quantity based on horizontal measurement. Paid on line and grade measurement.	70 Lin Ft	73.80	+5.43%
10.	8" Sewer Pipe All required.	350 Lin Ft	343	-2.00%
11.	12" Sewer Pipe All required.	470 Lin Ft	456	-2.98%
12.	Encase 36" Storm Sewer	90 Lin Ft	89	-1.11%
13.	Concrete Manholes	3 Ea.	3	-0-
14.	Concrete Inlets	7 Ea.	7	-0-

UPRR 2ND STREET OVERCROSSING Section
Second Street, LaGrande FAU 4645
Contract 8795, Prefix 331-1098
FAP No. BRM-M-4645(3)

STATEMENT OF OVERRUNS AND UNDERRUNS

	Bid Items	Authorized	Final Quantity	% Over or Under
15.	Guard Rail Type 1 All runs placed at City's request to block streets between curbs without blocking existing sidewalks.	188 Lin Ft	150	-20.21%
16.	Guard Rail Type 2A All required.	1500 Lin Ft	1469	-2.07%
17.	Guard Rail Type 3	100 Lin Ft	100	-0-
18.	Guard Rail Anchors	3 Ea	3	-0-
19.	Rail End Pieces Type A	6 Ea	6	-0-
20.	Rail End Pieces Type C	10 Ea	10	-0-
21.	Guard Rail End Shoes	4 Ea	4	-0-
22.	CL-4 Chain Link Fence Fence location changed in the field to better control access to steep slopes. PA#10 and 14.	865 Lin Ft	667	-22.89%
23.	Concrete Walks and Stairways Required to satisfy right-of-way agreements not included in original quantities. PA#6.	580 Sq Yd	606.5	+4.54%
24.	Concrete Driveways Required to satisfy right-of-way agreements not included in original quantities. PA#6.	165 Sq Yd	205.9	+24.79%
25.	Concrete Curbs	3075 Lin Ft	3126.7	+1.68%
26.	12" Sanitary Sewer	323 Lin Ft	320	-0.93%
27.	10" Sanitary Sewer All required.	287 Lin Ft	276	-3.83%
28.	Concrete Sanitary Sewer Manholes	3 Ea	3	-0-
29.	6" DI Water Line All required.	115 Lin Ft	110	-4.35%

UPRR 2ND STREET OVERCROSSING Section
Second Street, LaGrande FAU 4645
Contract 8795, Prefix 331-1098
FAP No. BRM-M-4645(3)

STATEMENT OF OVERRUNS AND UNDERRUNS

	Bid Items	Authorized	Final Quantity	% Over or Under
30.	8" DI Water Line All required.	110 Lin Ft	100	-9.09%
31.	12" DI Water Line Required to complete the system.	1125 Lin Ft	1150	+2.22%
32.	Water Line Casing	All	100%	-0-
33.	Sewer Line Casing	All	100%	-0-
34.	Bridge Removal Work	All	100%	-0-
35.	Shoring, Cribbing, Etc.	All	100%	-0-
36.	Structural Excavation All required. Embankment at abutments brought up to bottom of footing elevation, at which time the abutments were built. Embankment completed afterwards. No excavation at abutments.	175 Cu Yd	157.4	-10.06%
37.	Furnish Pile Driving Equipment	All	100%	-0-
38.	Furnish HP 12x53 Pile Required to obtain specified minimum bearing.	1300 Lin Ft	1567	+20.54%
39,	Drive HP 12x53 Pile Required to obtain specified minimum bearing.	1300 Lin Ft	1567	+20.54%
40.	Structural Concrete Class 3300	All	100%	-0-
41.	Structural Concrete Class 4500	All	100%	-0-
42.	Expansion Joints Type RC-400	2 Ea	2	-0-
43.	Structural Concrete in Retaining Walls	10 Cu Yd	10.3	+3.0%
44.	Reinforcement	All	100%	-0-
45.	Coated Reinforcement	All	100%	-0-

UPRR 2ND STREET OVERCROSSING Section
Second Street, LaGrande FAU 4645
Contract 8795, Prefix 331-1098
FAP No. BRM-M-4645(3)

STATEMENT OF OVERRUNS AND UNDERRUNS

	Bid Items	Authorized	Final Quantity	% Over or Under
46.	Reinforcement in Walls Actual weight placed taken off of rebar cut sheets.	1000 lbs	1194	+19.4%
47.	Structural Steel	All	100%	-0-
48.	Pedestrian Handrail	405 Lin Ft	404	-0.25%
49.	Chain Link Enclosure	385 Lin Ft	383	-0.52%
50.	Metal Bearing Devices Fixed	4 Ea	4	-0-
51.	Metal Bearing Devices Expansion	6 Ea	6	-0-
52.	Reinforced Concrete Bridge End Panels	176 Sq Yd	175	-0.57%
53.	Structural Excavation of R.E. Walls NW wall #2 eliminated from contract. PA#5.	2230 Cu Yd	2139.4	-4.06%
54.	Concrete Face Panels NW Wall #2 eliminated from contract. PA#5.	24470 Sq Ft	23858.5	-2.5%
55.	Wall Erection NW Wall #2 eliminated from contract. PA#5.	24470 Sq Ft	23858.5	-2.5%
56.	Concrete Footing NW Wall #2 eliminated from contract. PA#5.	1850 Lin Ft	1734.5	-6.25%
57.	Concrete Coping NW Wall #2 eliminated from contract. PA#5.	1865 Lin Ft	1761.2	-5.57%
58.	30' Pole, Luminaire & Footing	2 Ea	2	-0-
59.	25' Pole & Luminaire	2 Ea	2	-0-
60.	2" Electrical Conduit	870 Lin Ft	871.6	+0.18%

UPRR 2ND STREET OVERCROSSING Section
Second Street, LaGrande FAU 4645
Contract 8795, Prefix 331-1098
FAP No. BRM-M-4645(3)

STATEMENT OF OVERRUNS AND UNDERRUNS

	Bid Items	Authorized	Final Quantity	% Over or Under
	Price Agreements:			
PA#1	On-the-Job Training All performed.	1600 Hrs	1134.5	-29.09%
PA#2	Document Spec Change BI54	-0-	-0-	-0-
PA#3	Structural Steel Inspection	-100%	-100%	-0-
PA#4	Construct 18" Valve Thrust Block	100%	100%	-0-
PA#5	Document Change in Bid Items 5 and 53-57 Purchase material on hand for bid items 53 & 54	100%	100%	-0-
PA#6	Document Quantity Increases resulting from right-of-way agreements	100%	100%	-0-
PA#7	Furnish & Install Pipe Skids for 12" Water Line and 12" Sanitary Sewer	100%	100%	-0-
PA#8	Change Aggregate Base from 1-1/2" to 1"	-0-	-0-	-0-
PA#9	Seal R.E. Walls & Parapet Rail	28950 Sq Ft	29114	+0.57%
PA#10	Document Reduction in CL-4 Chain Link Fence	-0-	-0-	-0-
PA#11	3/4-Crush backfill on storm sewers	100%	100%	-0-
PA#12	Temporary Cross Bracing	100%	100%	-0-
PA#13	Extra Driveway & Sidewalk	100%	100%	-0-
PA#14	Furnish Chain Link Panels	100%	100%	-0-

8795

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 2-19-80	ST VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon		PAID BY
ADDRESS Capitol Building Salem, OR 97310		*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 3-3-77	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. BRM-4646(1)
	TO 7-6-78	☒ FINAL VOUCHER (*)	

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
Approp. 115 SBR $56,692.38	$56,243.00	75%	$42,182.25	$42,182.25	$ 0.00
Approp. 118 HBR 14,700.00	14,700.00	75%	11,025.00	11,025.00	0.00
$71,392.38	$70,943.00	75%	$53,207.25	$53,207.25	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 2/19/80	BY DATE V.E. Skeen Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Second St. Viaduct (LaGrande) Section					
	City Street					
	Union County					
	Preliminary Engineering					
	Type Code P.E.					
	Oregon Bridge Engineering Co.	Lump Sum			$58,454.98	
	State	All Required			12,488.02	
	Total Participating Cost				$70,943.00	
	Nonparticipating Items					
	Oregon Bridge Engineering Co.	Lump Sum			$ 445.02	
	State	All Required			4.36	
	Total Nonparticipating Cost				$ 449.38	
	TOTAL COST				$71,392.38	
	Prepared based on Participating Costs as shown on the Federal Billing as of 2/21/80.					
	AMOUNT CARRIED FORWARD . .					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JULY 1984        PA
                                                                                   FISCAL          GR
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE
                                   331     1917     901     00 P 1
                                   331     1917     901     00 N 1
                                   331     1917     906     00 P 1
                                                    TOT        P1
                                                    TOT        N1
                                              ** JOB TOTALS **           **               **

  GREENWOOD ST UPRRXING(LAGRNDE CONT NO        FA PROJ NOS RRP 000S010 100
                                   331     1928     296     00 N 9
                                   331     1928     298     00 N 9
                                   331     1928     901     00 P 1
                                   331     1928     [illegible] 00 P 1
                                   331     1928     [illegible] 00 P 1
                                   331     1928     914     00 P 1
                                                    TOT        P1
                                              ** JOB TOTALS **           **               **

  SECOND ST. VIADUCT(LA GRANDE)  CONT NO     * FA PROJ NOS BRM 4645001 100 BRM 4645001
                                   331     1930     [illegible] 00 N 9  Tr. City
                                   331     1930     296     00 N 9  "  St.
                                   331     1930     298     00 N 9  "  Fed.
                                   331     1930     901     00 P 1  Proj. Mgr.
                                   331     1930     901     00 N 1  "     "
                                   331     1930     [illegible] 00 P 1  Consultant Fees
                                   331     1930     [illegible] 00 P 2  "       "
                                   331     1930     [illegible] 00 N 1  "       "
                                   331     1930     [illegible] 00 P 1  Final Des.
                                   331     1930     [illegible] 00 P 1  Br. Des.
                                   331     1930     911     00 P 1  Tr. Sec.
                                   331     1930     913     00 P 1  R/W Liais.
                                   331     1930     914     00 P 1  Reg.-Ut. Liais.
                                   331     1930     920     00 P 1  Prog Sec.
                                   331     1930     921     00 P 1  Specs.
                                   331     1930     923     00 P 1  Env. Sec.
                                                    TOT        P1
                                                    TOT        P2
                                                    TOT        N1
                                              ** JOB TOTALS **           **               **

  6TH-12TH (LAGRANDE)            CONT NO     * FA PROJ NOS M   4620001 100
                                   331     1947     296     00 N 9
                                   331     1947     [illegible] 00 N 9
                                   331     1947     298     00 N 9
                                   331     1947     901     00 P 1
                                   331     1947     905     00 P 1
                                   [illegible] 1947  910     00 P 1
                                   [illegible] 1947  911     00 P 1
```

LEDGERS — JULY 1984 — PAGE 826

CONT NO	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	331	1917	901	00	P 1			162.67
	331	1917	901	00	N 1			752.17
	331	1917	906	00	P 1			5.26
			[illegible]					172.93
			TOT		P1			[illegible]
			TOT		N1			[illegible]
			** JOB TOTALS **			**	**	92[illegible].10 **

STATE

CONT NO FA PROJ NOS RRP 000S010 100

PREFIX	FUNCTION	SUB	F.	GR		GRAND TOTAL TO DATE
331	1928	296	00	N 9		2,077.51CR
331	1928	298	00	N 9		2,077.51
331	1928	901	00	P 1		2,163.39
331	1928	906	00	P 1		17.30
331	1928	914	00	P 1		127.65
		TOT		P1		2,308.34
		** JOB TOTALS **			** **	2,308.3[illegible] **

STATE

CONT NO * FA PROJ NOS RRM 4645001 100 RRM 4645001

PREFIX	FUNCTION	SUB	F.	GR		GRAND TOTAL TO DATE
331	1930	295	00	N 9	Tr. City	11,250.00
331	1930	296	00	N 9	" St.	64,457.25CR
331	1930	298	00	N 9	" Fed.	53,207.25
331	1930	901	00	P 1	Proj. Mgr.	994.7[illegible] ✓
331	1930	901	00	N 1	" "	9.8[illegible] ✓
331	1930	[illegible]	00	P 1	Consultant Fees	43,754.9[illegible] ✓
331	1930	[illegible]	00	P 2	" "	14,700.00 ✓
331	1930	[illegible]	00	N 1		446.02 ✓
331	1930	[illegible]	00	P 1		787.3[illegible] ✓
331	1930	[illegible]	00	P 1	Final Des.	1,706.19 ✓
331	1930	[illegible]	00	P 1	Br. Des.	233.92 ✓
331	1930	911	00	P 1	Tr. Sec.	182.51 ✓
331	1930	913	00	P 1	R/W Liais.	1,642.91 ✓
331	1930	916	00	P 1	Req.-Ut. Liais.	402.76 ✓
331	1930	920	00	P 1	Prog Sec.	2,368.9[illegible] ✓
331	1930	92[illegible]	00	P 1	Specs.	[illegible]
331	1930	924	00	P 1	Env. Sec.	2,16[illegible]
		TOT		P1		56,243.00
		TOT		P2		14,700.00
		TOT		N1		454.[illegible]0
		** JOB TOTALS **			** **	71,397.90 **

STATE

CONT NO * FA PROJ NOS M 4620001 100

PREFIX	FUNCTION	SUB	F.	GR	GRAND TOTAL TO DATE
331	1947	295	00	N 9	1,052.92
331	1947	296	00	N 9	15,763.02CR
331	1947	298	00	N 9	15,710.10
331	1947	901	00	P 1	9,891.32
331	1947	[illegible]	00	P 1	[illegible]
331	1947	906	00	P 1	4,129.63
331	1947	910	00	P 1	1,566.54
[illegible]	1947	911	00	P 1	431.74

801
BILLING NUMBER 09

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED
330-1941	1#	PROO-000S-036 APPR-686	76 91	85.45	85.45	90.00	76.91	76.91
330-1963	1#	BHOS-3003-001 APPR-117	2,764.70	3,455.88	3,455.88	80.00	2,764.70	2,764.70
330-1972	1	PMS -000S-108 APPR-140	1,080.00	432.16	432.16	100.00	432.16	432.16
330-1992	1	M -7100-001 APPR-W32	25,109.00	192.44	192.44	88.15	169.64	169.64
330-1993	1	BRM -3485-002 APPR-118	43,680.00	7,276.92	7,276.92	80.00	5,821.54	5,791.14
331-1917	1	RRP -000S-010 APPR-139	160.00	925.10	172.93	90.00	155.64	155.64
31-1928	1	RRP -000S-010 APPR-139	2,540.00	2,308.34	2,308.34	90.00	2,077.51	2,077.51
331-1930	1#	BRM -4645-001 APPR-115	42,182.25	56,697.90	56,243.00	75.00	42,182.25	42,182.25
	2#	BRM -4645-001 APPR-118	11,025.00	14,700.00	14,700.00	75.00	11,025.00	11,025.00
331-1930		PREFIX TOTALS	53,207.25	71,397.90	70,943.00		53,207.25	53,207.25
331-1947	1#	M -4620-001 APPR-W32	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10
331-1951	1	RRS -4715-C01 APPR-138	1,800.00	92.35	92.35	90.00	83.12	83.12
334-1901	1	X10 -9022-006 APPR-772	41,567.45	52,746.03	52,587.93	85.00	44,699.74	41,567.45
334-1902	1#	X10 -0000-039 APPR-772	825.20	1,105.54	970.82	85.00	825.20	825.20
334-1903	1	HES -9266-001 APPR-141	16,200.00	5,046.13	5,046.13	90.00	4,541.52	4,541.52
334-1904	1	RRP -000S-035 APPR-139	1,800.00	213.51	213.51	90.00	192.16	192.16
334-1905	1	X10 -9064-002 APPR-580				85.00		
334-1912	1#	M -9088-001 APPR-W36	207,527.20	245,211.98	241,881.75	85.80	207,534.54	207,527.20
	2#	X1 -9088-001 APPR-823	53,091.00	62,460.00	62,460.00	85.00	53,091.00	53,091.00
	3#	X10 -9088-001 APPR-580	41,820.00	49,200.00	49,200.00	85.00	41,820.00	41,820.00
334-1912		PREFIX TOTALS	302,438.20	356,871.98	353,541.75		302,445.54	302,438.20
334-1960	1#	RRS -9091-001 APPR-138	1,200.32	1,333.69	1,333.69	90.00	1,200.32	1,200.32
334-1963	1#	M -0000-007 APPR-W36	110,742.49	130,401.36	129,070.50	85.80	110,742.49	110,742.49
334-1964	1	M -9326-003 APPR-W36	205,773.00	233,991.18	226,349.86	85.80	194,208.18	194,095.95
	2	X10 -9326-003 APPR-772	62,186.00	73,160.00	73,160.00	85.00	62,186.00	62,186.00
334-1964		PREFIX TOTALS	267,959.00	307,151.18	299,509.86		256,394.18	256,281.95

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/06/84

MENT UNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
6.91	85.45	85.45	90.00	76.91	76.91		
4.70	3,455.88	3,455.88	80.00	2,764.70	2,764.70		
0.00	432.16	432.16	100.00	432.16	432.16		
9.00	192.44	192.44	88.15	169.64	169.64		
0.00	7,276.92	7,276.92	80.00	5,821.54	5,791.14		30.40
0.00	925.10	172.93	90.00	155.64	155.64		
0.00	2,308.34	2,308.34	90.00	2,077.51	2,077.51		
2.25	56,697.90	56,243.00	75.00	42,182.25	42,182.25		
5.00	14,700.00	14,700.00	75.00	11,025.00	11,025.00		
7.25	71,397.90	70,943.00		53,207.25	53,207.25		
0.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
0.00	92.35	92.35	90.00	83.12	83.12		
7.45	52,746.03	52,587.93	85.00	44,699.74	41,567.45	3,132.29 B	
5.20	1,106.54	970.82	85.00	825.20	825.20		
0.00	5,046.13	5,046.13	90.00	4,541.52	4,541.52		
0.00	213.51	213.51	90.00	192.16	192.16		
			85.00				
7.20	245,211.98	241,881.75	85.80	207,534.54	207,527.20	7.34 B	
1.00	62,460.00	62,460.00	85.00	53,091.00	53,091.00		
0.00	49,200.00	49,200.00	85.00	41,820.00	41,820.00		
8.20	356,871.98	353,541.75		302,445.54	302,438.20	7.34	
0.32	1,333.69	1,333.69	90.00	1,200.32	1,200.32		
2.49	130,401.36	129,070.50	85.80	110,742.49	110,742.49		
3.00	233,991.18	226,349.86	85.80	194,208.18	194,095.95		112.23
6.00	73,160.00	73,160.00	85.00	62,186.00	62,186.00		
9.00	307,151.18	299,509.86		256,394.18	256,281.95		112.23

8795

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION UPRR 2nd Street Overcrossing La Grande	WEEK ENDING November 10, 1979
		SECTION PREFIX 331-1098
	HIGHWAY FAU 4645	COUNTY Union
NAME OF JOB UPRR 2nd Street Overcrossing	KIND OF WORK Grading, Paving & Structure	FEDERAL AID PROJECT NUMBER BRM-M-4645(3)
CONTRACTOR Hensel Phelps Construction Co.	CONTRACT NUMBER 8795	ESTIMATED COMPLETION DATE November 8, 1979
DATE OF CONTRACT August 11, 1978	DATE WORK STARTED September 5, 1978	WORK DAYS USED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 464	CALENDAR DAYS USED 442
PROJECT AUTHORIZATION: $ 2,422,800.00	SPECIFIED COMPLETION DATE November 30, 1979	PERCENT OF TIME ELAPSED 95.26%
EXCLUSIVE OF ENGINEERING: $ 2,250,512.00	ENGINEERING AUTHORIZATION $ 174,945.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,180,429.50	ENGINEERING COST TO DATE $ 170,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91.3%
ESTIMATED PERCENT: XXXXX UNDERRUN 3.1 %	PERCENT OF AUTHORIZATION 97.2 %	DATE PROJECT WAS COMPLETED: November 8, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED	-0-	-0-			-0-
MILES COMPLETED	0.25	0.25			0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29570 CY	2500 Ton			1080 Ton
TOTAL QUANTITIES CORRECTED TO DATE	32000 CY	2980 Ton			1071 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	32000 CY	2980 Ton			1071 Ton
AVERAGE DAILY QUANTITIES	600 CY	600 Ton			357 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Office trailer van, case 580C backhoe, pickup, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9069							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Cloudy	438	0	
MONDAY	5	Cloudy	439	0	
TUESDAY	6	Fair	440	0	
WEDNESDAY	7	Fair	441	0	
THURSDAY	8	Fair	442	0	
FRIDAY	9	Fair	443	0	
SATURDAY	10	Fair	444	0	

RECEIVED
NOV 23 1979
CONSTRUCTION BRANCH
Jackmond
Hopkins
Williams
Johnson
Glenn
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
MONDAY 5	Continue installing fencing and enclosure. Load out backhoe and tool shed van.
TUESDAY 6	Continue installing fencing and enclosure.
WEDNESDAY 7	Continue installing fencing and enclosure.
THURSDAY 8	Complete installing fencing and enclosure. Complete site cleanup and slope dressing. Final inspection by OSHD, City of La Grande and OBEC. Project completed as of this date.
FRIDAY 9	Project opened to traffic.
SATURDAY	

REMARKS

Status: Project completed and opened to traffic.

SIGNED A.S.H. Jones LOCATION Springfield
OBEC Consulting Engineers

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8775

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

IN REPLY REFER TO
FILE NO.:

November 8, 1979

Mr. W. A. Palmateer
General Manager
OBEC Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

Dear Wally:

Re: Engineering charges, Second St. Viaduct, City of La Grande

Pursuant to your letter of October 11, 1979, I have investigated the engineering charges with the assistance of Bud Van Cleave. We have no quarrel with your total figures but we do show a different figure for the material testing by the Highway Division. Our figures show $1392.60 through September 29, 1979.

In reviewing the overall project concept, I am unable to identify any significant change which would justify another supplemental consultant agreement for construction engineering.

If you have any additional information showing some change is the scope of the project which has resulted in a significant increase in your costs, please forward it so it may be reviewed by the appropriate people.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: Bill Hamilton
Dave Carter, FHWA
D. E. Swan

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
NOV 13 1979
REFERRED TO [illegible]
FOR ____________
FILE: PM FA LG.

Form 734-3123

D. E. Sway

OBEC CONSULTING ENGINEERS

October 11, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA OCT 15 1979 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Re: 2nd St. Viaduct
La Grande

Dear Roger:

In our revised agreement for the La Grande job for the period from April 1st, to October 31st, to complete the job, we made the following estimates in man hours and dollar amounts:

	Allowance	Thru 9/30/79	
All Jobsite Labor	$28,000	$29,293.13	
Off Site Inspection (included in above)	360 Hrs.	360 Hrs.	
Structural Consultant (Rief)	3,400	2,251.43	
Material Testing (Outside Consultant)	2,500	816.75	
Material Testing (OSHD)	1,300	12,683.84	—$1,392.60
Fixed Fee	10,000	7,500.00	

Our estimated total was $174,945 and with this months billing we are at $180,706 - $5,761 over the estimated amount.

We still have this month to go and hopefully the problems with the R.E. walls is solved. There still will be office labor involved in finalizing the job to meet the Federal requirements and there may be substantial billings by the OSHD Lab yet to come - I have no handle on this but you might.

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

It would seem imperative that we deal with this problem as soon as possible. We have tried to hold costs to the minimum but all construction seems to be caught up in the rising expenses and general inflation.

Please let me know your thoughts on how best to solve this problem.

Sincerely,

W. A. Palmateer
seb

W. A. Palmateer
General Manager

WAP:seb

cc: William A. Hamilton
City Engineer

Cy Region
H. N. Van Cleave
Bud, please give me rundown
on charges by our lab.
Roger
10-15-79

Dave Carter, FHWA
D. E. Swan

#8795

October, 1979

2nd St. Viaduct, City of LaGrande-Photographs

SEE: ORG 7 - Bridges - 2nd St.

8792

U ON PACIFIC RAILROAD COM NY
LAW DEPARTMENT

L. JAMES BERGMANN
General Solicitor

JOHN F. WEISSER, JR.
ALLARD J. HEITKEMPER
General Attorneys

JEFF S ASAY
ROY P. FARWELL
CAROLYN L. LARSON
Assistant General Attorneys

RANDALL B. KESTER
Senior Counsel

628 Pittock Block
P.O. Box 4265
Portland, Oregon 97208
(503) 249-2660

July 3, 1979

Mr. Donald A. Still
Transportation Specialist
Rail Rate & Service Division
Public Utility Commissioner of Oregon
Labor & Industries Building
Salem, Oregon 97310

315-1-70

Re: Docket No. SXF 879; In the Matter of the Application of the City of La Grande, Oregon for the Authority, Pursuant to ORS 763.030, to alter a separated crossing of Second Street and Union Pacific Railroad Company, mainline and yard tracks, in La Grande, Union County, Oregon.

Dear Mr. Still:

The Union Pacific Railroad Company and the City of La Grande have resolved the problem of sharing the local funding requirements for the above-referenced project. A supplemental agreement has been executed providing for the amended allocation, a copy of which is attached hereto for your file. As you will note, the supplemental agreement addresses only the issue of the local share to be paid by the Railroad and the City and has no effect on the remainder of the agreement entered into on July 5, 1978 with the State Department of Transportation. Accordingly, the City's request for a formal proceeding to modify Commissioner's Order No. 77-819 will be withdrawn and the matter closed.

Thank you for your help with this matter.

Very truly yours,

Jeff Asay

Jeff S. Asay
(Direct Line: (503) 249-2315)

JSA:gb

cc: (with Attach.)

✓ Department of Transportation
Highway Division
State of Oregon
Salem, Oregon 97310
Attn: Mr. Roger D. Trygstad

Mr. Robert A. Petersen
Helm & Petersen
1215 Washington Avenue
La Grande, Oregon 97850

Xc: Gene Hickam
D.E. Swan
Roger Lang
W.E. Schwartz

RECEIVED
JUL 05 1979
RR & UTILITY UNIT

8795

P

July 2, 1979

Hensel Phelps Construction Company
P. O. Box 1978
Vancouver, WA 98665

Gentlemen:

Time Extension Request
UPRR 2nd St. O'Xing (La Grande)
Contract No. 8795
BRM-M-4645(3)

Your request for a 63 calendar day extension of contract time on the above project has been carefully reviewed. It appears that the difficulties experienced by your supplier, Western Steel, were in-plant problems not beyond their control and therefore no additional time is granted.

If you wish to provide added information or review this matter, please feel free to contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:lt jh
bc: Oregon Bridge Engineering Corporation
Federal Highway Administration
C. T. Keasey
W. E. Schwartz
H. N. VanCleave
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 27, 1979

FILE:

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
UPRR 2nd St. O'xing (LaGrande)
Contract No. 8795

TO: H. S. Coulter
State Highway Engineer

Hensel Phelps Construction Company, contractor on the above project has submitted a request on behalf of their steel supplier, Western Steel, for a 63 calendar day extension of time. The contractor bases this request on a letter from Western Steel listing 17 items for which delay is claimed. All of these items relate to the welding of steel for the above structure and the claim for additional time is based on "unreasonable and uncooperative in-plant inspection and an impractical test weld procedure".

This is a Federal-aid bridge replacement project and OBEC is performing the construction engineering for the City of LaGrande. OBEC has employed Mr. Ed Rief, former State Highway Division employee, to perform the in-plant steel inspection at Western Steel in Utah.

The claim of "unreasonable and uncooperative in-plant inspection" caused delays is denied by OBEC. On March 1 and 2, 1979, OBEC representatives and the contractor's representative visited with Western Steel officials at their plant in Salt Lake City. OBEC in-plant inspectors (Ed Rief and Lee White) were also present. After about six hours of meetings over this two day period, Western Steel was unable to give any substantial proof for their accusations. No additional time is recommended for this claimed reason.

The other portion of the time claimed is due to an "impractical test weld procedure". The "Keyhole" test required by the contract provisions is a fairly difficult test to pass. Western Steel did in fact spend a lot of time and effort in passing this required weld test. In an effort to assist in this apparent difficulty, we offered to change this test requirement to a California State "Keyhole" test. This specification change was not executed because Western Steel could not pass this test. Eventually, Western Steel was able to pass the originally specified "Keyhole" weld test and the steel fabrication proceeded accordingly. The difficulty of a specification requirement is not, in and of itself, a valid reason for extension of contract time. An exception to this would probably be the inclusion of an impossible specification requirement. This is evidently not the case here since other steel suppliers have passed this test and, in fact, Western Steel did pass the test and fabricated the structure accordingly. No additional time is recommended for the difficulty experienced in passing the specified "Keyhole" test.

It is therefore recommended that the contractor's request be denied. FHWA concurrence will not be required. A rough draft response to the contractor is enclosed.

OBJ:lt
Enc.
cc: OBEC
W. E. Schwartz
H. N. VanCleave
John Jenkins w/att.

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 10, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 388 days, within which to complete our Contract No. 8793, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to our Serial Letter No. 17

Respectfully submitted,

Hensel Phelps Construction Company
Contractor

By Frank E. Ward, Vice President

CONSENT OF SURETY

Date May 10, 1979

We, The Aetna Casualty and Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
William C. Bensler

(SEAL)

no longer required
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8795 Contractor Hensel Phelps Construction Company

Highway FAU 4645

Section UPRR 2nd St. O'Xing (La Grande)

Kind of Work Grade, Pave and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** [redacted]. The reasons for such recommendation are as follows:

See attached letter.

Recommended for Approval:

~~XXXXXXXXXX~~

O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8795
Project designation Federal
State-Federal
Date awarded August 11, 1978
Work started September 5, 1978
Per cent completed 63.94 6/9/79
Specified completion date
~~No. of Workdays Allowed~~ 11/30/79
calendar days
No. of ~~Workdays~~ Used 290
No. of Added Workdays Requested 21

[illegible]

Ætna
LIFE & CASUALTY

THE ÆTNA CASUALTY AND SURETY COMPANY
Hartford, Connecticut 06115

POWER OF ATTORNEY AND CERTIFICATE OF AUTHORITY OF ATTORNEY(S)-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, THAT THE ÆTNA CASUALTY AND SURETY COMPANY, a corporation duly organized under the laws of the State of Connecticut, and having its principal office in the City of Hartford, County of Hartford, State of Connecticut, hath made, constituted and appointed, and does by these presents make, constitute and appoint Barney Flood, B. D. Peterson, William C. Bensler or Karen Stone - -

of Greeley, Colorado, its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated , the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto in connection with bids or proposals and construction contracts -

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its Secretary, and its corporate seal to be hereto affixed this 10th day of February, 1975

THE ÆTNA CASUALTY AND SURETY COMPANY

By C Q Swarts
Secretary

State of Connecticut }
County of Hartford } ss. Hartford

On this 10th day of February, 1975, before me personally came C. Q. SWARTS o me known, who, being by me duly sworn, did depose and say: that he is Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

George A. Perry, Jr.
My commission expires March 31, 1976 Notary Public

, its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated

, the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto in connection with bids or proposals and construction contracts -

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its Secretary , and its corporate seal to be hereto affixed this 10th day of February , 1975

THE ÆTNA CASUALTY AND SURETY COMPANY

By C Q Swarts
Secretary

State of Connecticut
} ss. Hartford
County of Hartford

On this 10th day of February , 1975 , before me personally came C. Q. SWARTS
o me known, who, being by me duly sworn, did depose and say: that he is Secretary of
THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

George A. Perry, Jr.
My commission expires March 31, 1976 Notary Public

ERTIFICATE

the undersigned, Assistant Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, a stock corporation of the State of onnecticut, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney and Certificate of Authority remains in full force and has not been revoked; nd furthermore, that the Standing Resolutions of the Board of Directors, as set forth in the Certificate of Authority, are now in force.

igned and Sealed at the Home Office of the Company, in the City of Hartford, State of Connecticut. Dated this 10th day of May , 1979

By
Assistant Secretary

1921-D) (M) 12-72

PRINTED IN U.S.A.

OREGO
RTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROF CE MEMO

☐ RE ☐ RCE ☐ RME ☐ RCE

DATE: June 25, 1979 ~~2~~

☐ RFA JUN 26 1979

RECEIVED
REGION 5 OFFICE

TO: W. E. Schwartz
Region 5 Engineer

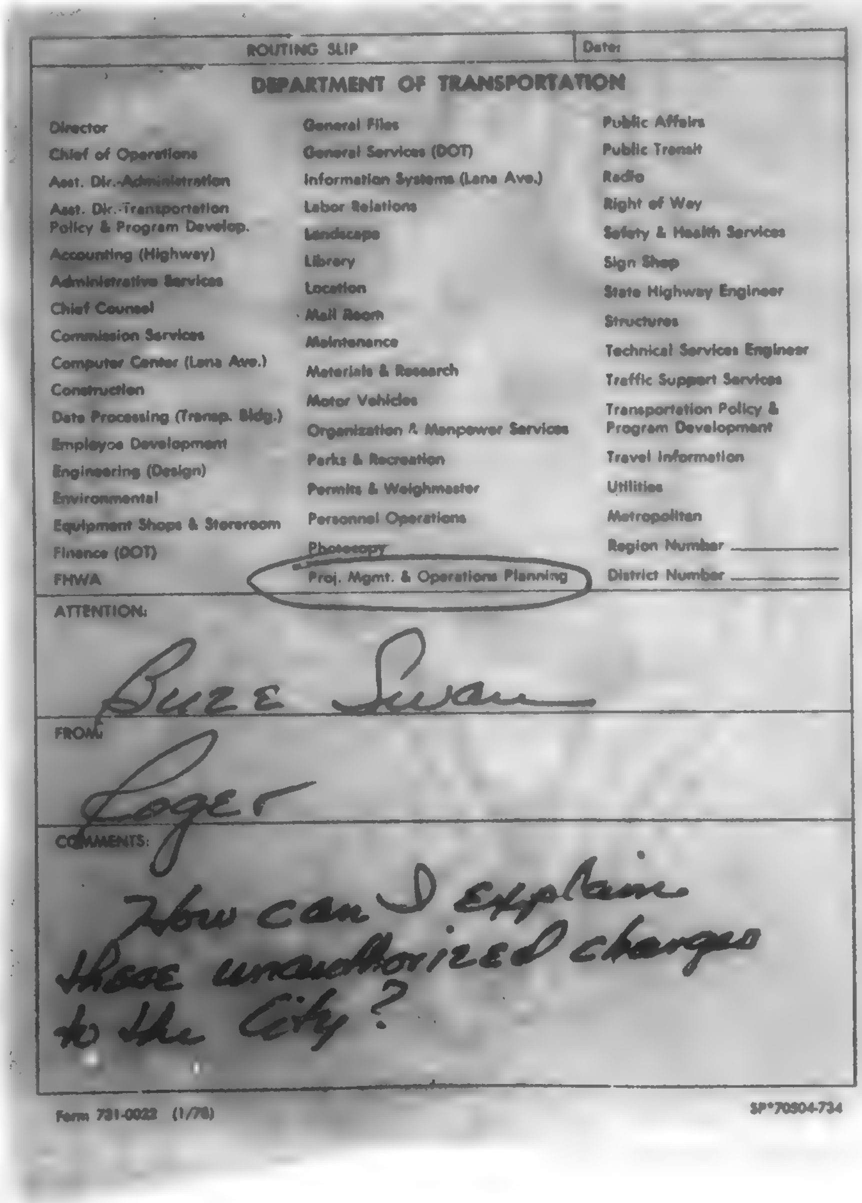
ATTN: Roger Lang

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: U.P.R.R. (2nd St. Viaduct)
Overcrossing (La Grande)
City Street (2nd Street)
Union County

Attached, as you requested, are copies of Authority for Survey #1 and a print from Accounting showing all charges to June 1, 1979. Also attached is a summary table comparing charges authorized and charges made. I suspect that some charges are legitimate and others are not, but I do not have any way to determine that.

If I can be of further help, please contact me.



ROUTING SLIP | Date:

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
[✓ Proj. Mgmt. & Operations Planning]

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: Buzz Swan

FROM: Roger

COMMENTS: How can I explain these unauthorized charges to the City?

Form 731-0022 (1/76) SP*70804-734

COPIES TO: TRAFFIC
R/W
UTILITIES
AD. SERV. (ENGR.)

ASKED FOR POSSIBLE TRANSFER OF CHARGES 7/18/79

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 16 1979
REFERRED TO ______
FOR ______
FILE: PM FA LG. M

61-125-1387

ON

INTEROF CE MEMO

☐ RE ☐ RCE ☐ R E

DATE: June 25, 1979 ☒ RFA

JUN 26 197
RECEIVED
REGION 5 OFF

ATTN: Roger Lang

es of Authority for Survey #1 and
charges to June 1, 1979. Also
g charges authorized and charges
legitimate and others are not,
that.

contact me.

COPIES TO: TRAFFIC
R/W
UTILITIES
AD. SERV. (EN

ASKED FOR
POSSIBLE TR
OF CHARGE
7/18/79

FET:ge

Attachments (3)

cy Marvin Murphy
Buzz Swan

PROJECT MANAGEMENT BRANC
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 16 1979
REFERRED TO N
FOR
FILE: PM FA LG.

81-125-1387

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	Spent ~~TOTAL AUTHORIZATIO REQUESTED~~
901	Resident Engineer	1 000	999 09
902	Citizens involvement		
903	Payment to local government		
904	Consultant fees	50 000	50 000
905	Final Design	2 000	787 38
906	Bridge Design	3 000	3 706 19
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions		
910	Soils and geology		
911	Signing (traffic department)	—	233 92
912	Landscape department		
913	Right of way - liaison & relocation	—	182 51
914	Utility liaison	—	1 642 91
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management	—	402 76
921	Specifications	1 000	2 368 95
922	Administrative Services - engineering	—	2 168 69
923	Environmental Section		
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 57 000	$ 62 492 38

Section: UPRR Oxing (2nd St.) LaGrande

Highway: City St. (2nd St)

County: Union

Prefix: 331-1930

13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ction U.P.R.R. (2nd Street Viaduct) O'xing

Highway City Street, 2nd St., City of La Grande

County Union

Date December 17, 1976

Authorization No 1

Survey Prefix 331-1930 (Assigned by Salem office)

Description of termini, route, length, etc.:

From about 200 feet south of Grandy to 200 feet north of "X" Avenue. Approximately 1400 feet, including approaches.

Purpose of survey: Consultant to perform Preliminary Engineering and State To monitor consultant's activities in preparing project for PS&E as defined below.

BRM-4645(1)

Estimate of cost:	Consultant	904	50,000
	Field monitoring	901	1,000
	Design review	905	2,000
	Bridge Design review	906	3,000
	Specifications	921	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 57,000

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: L.C. Lang
Regional Federal Aid Engineer ~~XXXXXXXXX~~

Recommended for Approval: Allen
Regional Engineer

Recommended for Approval: Frank E. Pepin
Location Engineer

Approved:
Deputy Assistant State Highway Engineer

SP*23604-734

3-3-77

SBRP Funds

SBRP

```
                    REPORT OF SURVEY PREFIXES FOR        MAY 1979

                                             REGION 5

     DESCRIPTION                      PREFIX                    CURRENT MONTH
EENWOOD ST UPRRXING(LAGRNDE      331  1928  905   00
                                 331  1928  911   00
                                 331  1928  914   00

TAL

RR CXING 2ND ST,LAGRANDE     *   331  1930  901   00
                             *   331  1930  904   00
                             *   331  1930  905   00
                             *   331  1930  906   00
                             *   331  1930  911   00 ✓
                             *   331  1930  913   00 ✓
                             *   331  1930  914   00 ✓
                             *   331  1930  920   00 ✓
                             *   331  1930  921   00
                             *   331  1930  923   00 ✓

TAL

NION CITY PAVMT MRKING           331  1936  905   00

TAL

 2ND ST-ENTERPRISE               332  1491  901   00
                                 332  1491  905   00
                                 332  1491  910   00
                                 332  1491  911   00
                                 332  1491  914   00
                                 332  1491  921   00
                                 332  1491  922   00
                                 332  1491  923   00

TAL

ITYWIDE SIGNING PROJ(JOSEPH) *   332  1987  901   00
                             *   332  1987  905   00
                             *   332  1987  915   00

TAL
```

✓ why is this being charged w
no authority? This is full cos
to Local Govt - they
have a dime in

REFIXES FOR MAY 1979 PAGE 341

EGION 5

6-22-79
Note: we [illegible] get an update of these amounts from [illegible] accounting [illegible] of the month

	CURRENT MONTH	TOTAL TO DATE	BUDGETED AMOUNT	OVER RUN
00			300.00	
00			150.00	
00			300.00	
			2,000.00	
00		999.09	1,000.00	
00		50,000.00	50,000.00	
00		787.36	2,000.00	
00		3,706.19	3,000.00	706.19
00 ✓		233.92		233.92
00 ✓		182.51		182.51
00 ✓		1,642.91		1,642.91
00 ✓		402.76		402.76
00		2,368.95	1,000.00	1,368.95
00 ✓		2,168.69		2,168.69
		62,492.38	57,000.00	5,492.38
00		87.95	100.00	
		87.95	100.00	
00		3,412.81	2,000.00	1,412.81
00		1,049.90	500.00	549.90
00		931.96	500.00	431.96
00		143.54		143.54
00		104.53	100.00	4.53
00			300.00	
00		6.80		6.
00		85.76		85
		5,735.30	3,400.00	2,3
00			100.00	
00		76.58	100.00	
00		138.72		

is this being charged with
thority? This is full cost
to Local Govt - Hwy doesn't
have a dime in it.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRM-4645(1) & BRM-4645(3)
STAT JECT NO. See below
COUNTY NAME Union
PROGRAM STAGE (Check)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 70443

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-19
orig
to

DATE PS & E APPROVED 7-5-78
DATE AUTHORIZATION EFFECTIVE 6-13-79
FEDERAL ROUTE NUMBER FAU-4645
STATE ROUTE NUMBER City Street

GENERAL LOCATION: Second St. Viaduct (La Grande) Section

GENERAL DESCRIPTION OF WORK: Supplement #2 - Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's May 15, 1979 letter, I approve the revised construction engineering costs, to be performed by Oregon Bridge Engineering Company, to an actual cost plus fixed fee for an amount not to exceed $175,000.

A signed copy of Supplement #2 is returned herewith.

DATE 6-13-79
SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8795

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6 6 7

FEDERAL AID PROJECT NO. BRM-4645(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70443

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO [illegible]
FOR
Info | Invoice | R/D | D/R | Sign | Act | File

6-12
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-30-77

FEDERAL ROUTE NUMBER FAU 4645

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Second Street Viaduct (LaGrande) Section

GENERAL DESCRIPTION OF WORK:
Supplement #1 - Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letters of February 27, 1979, and May 15, 1979, Supplement #1 to Consultant Agreement with Oregon Bridge Engineering Company in the amount of $8,900 is approved.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

874-

LETTER OF APPROVAL D/OR AUTHORIZATION

6 6

FEDERAL AID PROJECT NO. BRM-4645(1)

S E PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70443

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12'79
REFER TO [illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-12
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-24-79

FEDERAL ROUTE NUMBER FAU 4645

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Second St. Viaduct (La Grande) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of May 24, 1979, I approve the revised preliminary engineering costs to a TEC of $71,700 - Federal Funds $53,775 and adding appropriation Code 118.

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1975-721-018

8795

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

DATE: May 31, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-2661(1)

Contract 8799 , Work Completed May 18, 1979

Project Koosbay Blvd. @ Bayshore Dr. (Coos Bay)

Highway Oregon Coast & FAU 2661

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-9-79

G.K. [illegible]
G. L. Green
for Division Administrator

RDC:mk

cc: H. S. Coulter ✓
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
JUN 11 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8/75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

May 25, 1979

Warren E Schwartz

FROM: W. E. Schwartz
Region 5 Engineer

TO: D. H. Moehring
Project Management

SALEM

SUBJECT: Consultant Agreement
City of La Grande and OBEC
2nd Street O'Xing
La Grande
Union County

This office has reviewed the supplemental consultant agreements submitted by OBEC for the above project. I agree with the Consultant that there have been enough changes made from the original project concept to warrant an adjustment in the consultant fee. I cannot agree, totally, with the Consultant in the way he has developed what the additional fee should be.

Supplemental Agreement #1 adjusts the fee for preliminary engineering and design. Each of the five items mentioned by the Consultant constitutes a significant amount of work beyond the original project concept. I have analyzed his breakdown of costs for the additional work and feel that the costs are reasonable and fair. I would recommend that Supplemental Agreement #1 be approved as submitted by the Consultant in the amount of $8,900.

Supplemental Agreement #2 adjusts the fee for the projects construction engineering. Here I almost totally disagree with the Consultant's analysis of how the fee should be adjusted.

The basic scope of the project is still the same as the original project except for the addition of the reinforced earth fill construction. I do not believe the actual construction of the reinforced earth walls required any more on-site inspection than would the conventional fills. The off-site inspection of the panel fabrication is another matter and could not have been anticipated at the time of the original agreement.

The addition of utility work and other incidental work occasioned by design changes and right-of-way obligations has not materially changed the amount of engineering inspection. The consultant has not added engineering staff above his original proposal as a result of the additional work.

The Consultant did not provide for material inspection in his original agreement. This was either an oversight on his part, as well as by the State and FHWA, or he expected the State to pick up the tab for this work in accordance with past practice. In any event, he should not be penalized for this. I would recommend that he be compensated in accordance with his estimate of $5,800.

PROJECT MANAGEMENT
☐ CCE ☐ OM ☐
[illegible] [✓ ☐] FAE ☐ OPE ☐
2 9 1979 B
File: PM FA
LG OP

The Consultant had in his original agreement $3,627.75 for off-site inspection of precast concrete or steel beams. This is a gross under-estimate of the actual cost. Part of this under-estimate is not the Consultant's fault. He had no way of knowing what type of beam section he would be inspecting or whether it would be in-state inspection or out-of-state inspection. In his supplemental agreement he says his out-of-state inspection of the steel box-beams will cost him $34,411.56. I feel this is a reasonable estimate for the off-site steel inspection due to the complexity of the fabrication process. I recommend an amount equal to the difference between his original estimate and his present estimate, $30,800, be added to his original agreement.

The Consultant's original fixed fee was $15,000, or 1% of the estimated cost. Since design changes, additions to the contract, plus inflation added to the estimated project cost, all of which were beyond the Consultant's control, I would recommend that the Consultant's fixed fee be increased to $20,000. This is still 1% of the Contractor's bid.

It is my understanding that the State and FHWA both insisted that a preliminary engineering agreement and a construction engineering agreement be negotiated at the same time. This was unfair to the Consultant since he had no way of knowing when the project would be constructed after he completed his design. The Consultant and the City entered into their original agreement on December 15, 1976. The construction contract was awarded on August 23, 1978. Twenty months elapsed between the time the construction agreement was entered into and the time the construction phase began. In fairness to the Consultant, I recommend that an inflation factor of 1% per month be allowed for all items of the original agreement except the fixed fee.

To summarize, I recommend the following as fair and equitable additions to the original agreement:

1.	Increase fixed fee	$ 5,000	
2.	Materials Testing	5,800	
3.	Off-site inspection (RE panels)	1,700	
4.	Off-site inspection (steel beams)	30,800	
5.	Inflation factor @ 1% per month x 20 months to original agreement	14,100	
		$57,400	TOTAL

This would make the final consultant agreement a fixed fee of $20,000 and the actual cost not to exceed $137,400. The total fee would not exceed $157,400.

WES:vt
cc: Roger Lang

Date 6-16-80 OJECT MANAGEMENT OFFICE MEMO

Subject 2nd Ave LaGrande Viaduct File No.

Received (call) ~~(visit)~~ from Wally Palmateer

Address

ade (call) (visit) to Phone

Reason for contact and general discussion: What is status of agreement supplement?

Has been approved here. Is on the way to FHWA. If they approve, O Bridge can be paid. Mamor Holmes will call Palmateer.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (✓) Mamor BP NEH ✓
Circulate: PME LGE OPE FAE CCE OM Other

8795

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Minor Program Change
Project No. BRM-4645(1)
2nd St. Viaduct (La Grande) Section
Union County

We hereby request your approval of a minor program change to joint finance the subject project utilizing Bridge Replacement funds (Appn. Code 118) to supplement Special Bridge Replacement funds (Appn. Code 115) to cover the increase in preliminary engineering costs at final voucher stage. Revised financing will be as follows:

Appn. Code	Total Cost	Federal Funds
115	$57,000.00	$42,750.00
118	14,700.00	11,025.00
Totals	$71,700.00	$53,775.00

CL:tmw

cc: G. Zehner
R. Hacek

PROJECT MANAGEMENT
E ☐ CCE ☐ OM ☐
CE FAE ☐ OPE ☐
MAY 25 1979
File: PM FA
LG OP
TAA ______

orm 81-731-0027 (9-77)

8795

B:11

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

CARL D. HELM, SR. 1881-1948
CARL D. HELM
ROBERT A. PETERSEN

POST OFFICE BOX 947
TELEPHONE:
AREA CODE 503
963-3104

May 3, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JUN 01 1979 ☐
RECEIVED
REGION 5 OFFICE

City Region

Mr. Wally Palmateer
OBEC
P. O. Box 72
Springfield, OR 97477

Re: Consultant's Services - City of La Grande
Second Street Viaduct Project

Dear Mr. Palmateer:

The City of La Grande received your proposed amendment to the contract originally signed in December of 1976 and has sent a copy to the state that will be reviewed and passed on to the federal government. We did not submit the agreement to the City Council because of the lack of documentation of the second part of the proposed amendment, which would increase the grand total of the contract to $174,945.00.

This decision was made after consultation of the City Manager, City Engineer and myself. It was my recollection at our conference on April 16th, that the primary objection of the federal government was the fact that there was no * documentation regarding the increased costs (for construction engineering) caused by the change in design of the bridge. It was also my recollection that the federal government was going to require a detailed analysis of why the costs have escalated from the original estimate of $83,000.00, with an ultimate lid of $100,000.00 to $138,000.00 (September 11th proposal).

I realize it is going to create more paper work but it is the opinion of city offícals that it is going to be absolutely necessary in order to have the federal government approve their participation. "The City of La Grande does not want to authorize this expenditure unless it is going to be eligible for participation of federal grants."

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
GE ☐ FAE ☐ OPE ☐
JUN 4 1979
File: PM FA
LG OP
TAA

Accordingly, we will agree to execute the amendment (after an explanation is submitted to the La Grande City Council) with the understanding that our approval is conditioned upon the federal government approving the increased cost. If you agree that this amendment will be subject to that condition, would you kindly execute the enclosed copy of this letter and return it as soon as possible.

It is difficult to advise OBEC on the best method of detailing the increase in costs. We believe that sufficient justification has been presented as far as the Phase I, Design Engineering Amendment is concerned, but we are concerned about the construction engineering request. It would be our suggestion that more detail is needed to show why on site engineering costs and outside service costs have increased because of design changes in elevating the bridge. This may seem to be a petty request, but it is impossible to present an intelligent analysis of your figures to the city council without some documentation of the costs that are directly attributable to the design.

The same thing can be said of estimates needed to complete the project. I think the information that was initially supplied to the city council when the request was entered to increase design costs is the type of foremat that would be most acceptable to the city, the easiest to understand, and would assist the city in obtaining federal approval of your request.

If you have any questions or desire further information, you may contact this office or the city manager.

Thank you for your cooperation.

Sincerely,

Robert A. Petersen

RAP:cg

cy: Roger Lang
Mainor Holmes
Dave Carter

8795 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 29, 1979

In reply refer to: HBR-OR

SUBJECT: Proposed Specification Change
Keyhole ("T") Bend Test

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

cy: Ed Hunter

copy
PRO 5-1
MAI H-1

We have reviewed Mr. Keasey's March 13, 1979, memorandum proposing a specification change in the Standard Specifications for Welded Highway Bridges and Incidental Structures. We have confirmed with our Washington Office that the change you propose is reasonable. We, therefore, approve Mr. Keasey's request.

Walt Hart–
This was the change in the weld test procedure. Pls. have Specs include as Special Provision in future jobs
CTKeasey

We also approve the change on the following two current projects:

UPRR 2nd St. O'Xing (LaGrande)
F.A. No. BRM-M-4645(3) #8795

Columbia Blvd. Intchg. (UPRR U'Xings)
F.A. No. I-205-7(60)313 #8818

no longer necessary

The no-price-change Price Agreements are acceptable. We also have no objection to a three to four weeks additional time extension for the UPRR 2nd St. O'Xing (LaGrande) project.

For J Hatchell
G. L. Green

cc:
C. T. Keasey (OSHD)

RECEIVED
TECHNICAL SERVICES
APR 1 1979
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1 Keasey
2 Jackmond
3 Hopkins
Williams
Johnson
Glenn
RECEIVED
APR 5 1979
CONSTRUCTION BRANCH
Richards
Berg
Inlces
Widmer
Gebauer
Church

4/4
orig to

RECEIVED
STATE HWY ENGR
APR 2 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8775

Date 3-29-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Second Street Viaduct in La Grande File No. ______

Received (call) (~~visit~~) from Don Still

Address PUC

Made (call) (visit) to ______ Phone 6191

Reason for contact and general discussion: Wants to know how much SBR (75-25) funds we currently anticipate for this project? He wants to resolve matter. Says he wasn't surprised the original increased from $1,617,000 to $2,300,000. With that insight his order should have covered non-participating items and the FAU work.

3-30-79 Terry says Orig estim still holds

Fred - Secure updated estimate from Region and compare last funding breakdown. Determine from Swan if were into any 80-20 SBR - none

Signature ______

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) [✓ ( )] Hillebrandt

Circulate: PME LGE OPE FAE CCE OM Other

N Rp

Gerald Weiner
8775

OBEC CONSULTING ENGINEERS

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAR 29 1979 ☐
RECEIVED
REGION 5 OFFICE

March 27, 1979

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon Dept. of Transportation
P.O. Box 850
La Grande, Oregon 97850

Re: Supplemental Agreement
2nd Street Viaduct - La Grande
OBEC Job No. 91-3

Dear Roger:

I was rather surprised to read Mr. G. L. Green's statement that there was no change in the scope of the work on this project. The Contract clearly states the fee is based upon the preliminary design using 24' clearance over the tracks.

Changes in the scope of the work include, but are not limited to, the following:

DESIGN

1. Change to 26' in height - causing redesign of girder section and grades.
2. Request by the State (for FHWA) to make two additional designs and cost estimates.
3. Redesign to shorten end spans through abandonment of Orodell R/W corridor.
4. Addition of pedestrian stairway and wall occasioned by height increase.
5. Revision of sanitary sewers and water system under a separate grant to the City and included in this project.
6. Addition of 24,000 square feet of reinforced earth wall as substitution for conventional fills.

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

CONSTRUCTION ENGINEERING

1. Inspection of precast panels for reinforced earth walls (Idaho).
2. Engineering and inspection on sanitary sewer revisions, tunnel borings, and manhole construction.
3. Engineering and inspection on water system revisions and tunnel borings.
4. Inspection of steel girders at Salt Lake City (2 men - double shift). This work normally is done by the State.

There is probably more, but each element constitutes a change in the scope of the work. I can only assume that Mr. G. L. Green, the FHWA Division Administrator, has not been made aware of these changes.

We would expect the requested increases in the contract fees to be honored regardless of the position taken by FHWA.

Sincerely,

Wally Palmateer

W.A. Palmateer
General Manager

WAP:seb

#2775

Department of Transportation
STATE HIGHWAY DIVISION

Victor Atiyeh

March 13, 1979

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

TO: Glen L. Green
Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Asst. State Highway Engineer

Keasey

SUBJECT: Proposed Specification Change -
"Standard Specifications for Welded
Highway Bridges and Incidental Structures"

It has come to our attention that the Welder and Welder Operator Qualification tests currently required in the section "MODIFICATION OF STANDARD SPECIFICATIONS FOR WELDING", Appendix A of the Standard Specifications for Welded Bridges and Incidental Structures, may be too stringent and difficult to accomplish.

Con 5-1
Pro 0
mar 14-

In reviewing the "state of the art" we find that California, one of the leaders in welded steel structures, has adopted a less demanding qualification for the keyhole or T-Bend test which requires less bend angle for qualification for the thicker plate sections.

We propose to adopt a revised qualification test procedure as attached.

We also have two welded steel structures currently under contract on which we propose to change specification for qualification to this new standard by no-price-change Price Agreements. Those projects are:

UPRR 2nd St. O'xing (LaGrande), Contract 8795,
F.A. No. BRM-M-4645(3)
and
Columbia Blvd. Interchange (UPRR U'xings), Contract 8818
F.A. No. I-205-7(60)313

Both of these projects are under contract to Hensel Phelps Company with the steel fabrication to be done by Western Steel Company, Salt Lake City, Utah. In addition to other time lost in getting ready to fabricate the steel for the UPRR 2nd St. O'xing (LaGrande) project, Western Steel has also lost considerable time in attempting to meet the current Welder Qualification tests. We are proposing a no-price-change, no claim, Price Agreement granting an estimated three to four weeks additional time due to the delay.

This has been recommended by Wally Palmateer, Oregon Bridge Engineering Company, who is the consultant on this project.

These changes have been reviewed by Herb Schell of your office and by Walt Hart and have their concurrence.

Your approval of this change is requested.

CTK:fr

Att.

bc: H. S. Coulter
E. S. Hunter
W. J. Hart
John Jenkins

Appendix A of the Standard Specifications for Welded Highway Bridges and Incidental Structures is modified as follows:

Figure A-22 Welder and Welding Operator Qualification:

(a) In the table titled "Dimensions", change Dimension H to read "6-inch minimum".

(b) Footnotes 2 and 3 for the table titled "Dimensions" are changed to read as follows:

2 - Largest size design section on which the procedure will be used, but not over 2S or 3/4".

3 - Largest size design section on which procedure will be used, but not less than 2S or 3/4" or more than 2".

(c) Delete the requirements for the section NUMBER REQUIRED and substitute the following:

NUMBER REQUIRED

For welder and welding operator qualification, one test weld shall be made using the procedure for Welders and Welding Operators indicated above and the positions shown in Table A-2. For procedure qualification, one test fillet weld shall be prepared for each position of each procedure in both the largest single pass fillet weld and the largest multiple pass fillet weld to be used in that position with their respective procedures. The base metals forming the base and stem of the test fillet weld shall be of the highest strength steel to be used with the procedure for the base and stem respectively. When a procedure specification is to employ a machine to make two welds simultaneously, a test sample consisting of two test fillet welds made simultaneously shall be prepared and tested.

Figure A-23 Procedure Qualification:

(a) Delete procedure "II. Testing" and substitute the following:

II. TESTING

A. Fracture Test (See Fig. A-22)

B. Macro Etch Test (See Fig. A-22)

C. T-Bend Test

The specimens shall be loaded in conformance with one of the following optional methods:

1. The test specimen shall be loaded as illustrated above using a machine capable of measuring the applied force. The strain rate shall be approximately constant throughout the test and not greater than 0.1-inch per minute. When the applied force diminishes to 95 percent of its maximum value, failure will be considered to have occurred and straining shall be stopped, the specimen removed from the testing machine and the bend angle measured as shown above.

2. The test specimen shall be loaded as illustrated above by any convenient means until failure occurs. Failure is determined by the detection of any opening in the weld surface or cross section greater than 1/16 inch in any direction. After removing the load, the bend angle shall be measured as shown above.

D. Hardness Tests

1. The Rockwell hardness tests shall be performed on the macroetched specimen at the locations shown in Figure A-24, in accordance with the requirement in ASTM E18. Hardness values may be converted from other hardness scales in conformance with the provisions in ASTM E140, where the method of test is other than Rockwell. The hardness reported for the weld metal, the heat-affected zone, and the base steels in the test weldment shall : the respective average values for the recorded hardness tests on each of these parts of the weldment except that when 2 steels of different specification or strength grade are joined in the weldment, the hardness of each of these steels and their respective heat-affected zones shall be averaged and reported separately.

(b) Delete procedure "III. Test Results Required" and substitute the following:

A. Fracture Test (See Fig. A-22)

B. Macro Etch Test (See Fig. A-22)

C. T-Bend Test

Bend ∠x must be not less than the angle shown below.

Fillet Weld Bend Angles

Minimum Acceptable Angles of Bend for T-Bend Test of Single Pass Fillet Welds Made With E70 Grade Electrode materials on steels with minimum specified yields of 60 ksi or greater* or Fillet Welds made with E80 Grade Electrodes on steels with minimum specified yields less than 60 ksi.

Test Web Thickness	Fillet Weld Size					
	1/4	5/16	3/8	1/2	5/8	3/4
1/4	20°					
5/16	18°	20°				
3/8	16°	18°	20°			
7/16	15°	17°	18°			
1/2	13°	15°	17°	20°		
9/16	12°	14°	16°	19°		
5/8	12°	13°	15°	18°	20°	
11/16	11°	13°	14°	17°	19°	
3/4	10°	12°	13°	16°	18°	20°
7/8	9°	11°	12°	15°	17°	18°

*Either or both plates of test specimen.

D. Hardness

For the Hardness Test for welds on steels other than ASTM Designation: A514, the maximum allowable Rockwell hardnesses of the welds and heat-affected zones shall be based on the maximum specified ultimate strength(1)(2) of the highest strength steel joined in the examined weld. These maximum hardnesses shall be as follows:

Rockwell B Hardness

Maximum Allowable Average Value (1)

$$R_B = 0.30 \text{ Max. Ultimate (ksi)} + 71$$

$$R_B = 0.56\ r_b^{(2)} + 47$$

Maximum Allowable Single Value (1)

$$R_B = 0.30 \text{ Max. Ultimate (ksi)} + 74$$

$$R_B = 0.56\ r_b^{(2)} + 50$$

Rockwell C Hardness

Maximum Allowable Average Value (1)

$$R_C = 0.41 \text{ Max. Ultimate (ksi)} - 17$$

$$R_C = 1.02\ r_b^{(2)} - 72$$

Maximum Allowable Single Value (1)

$$R_C = 0.41 \text{ Max. Ultimate (ksi)} - 13$$

$$R_C = 1.02\ r_b^{(2)} - 68$$

The minimum allowable Rockwell hardnesses of the welds and heat-affected zones for these steels shall be based on the minimum specified ultimate strength as follows:

Minimum Allowable Average Value

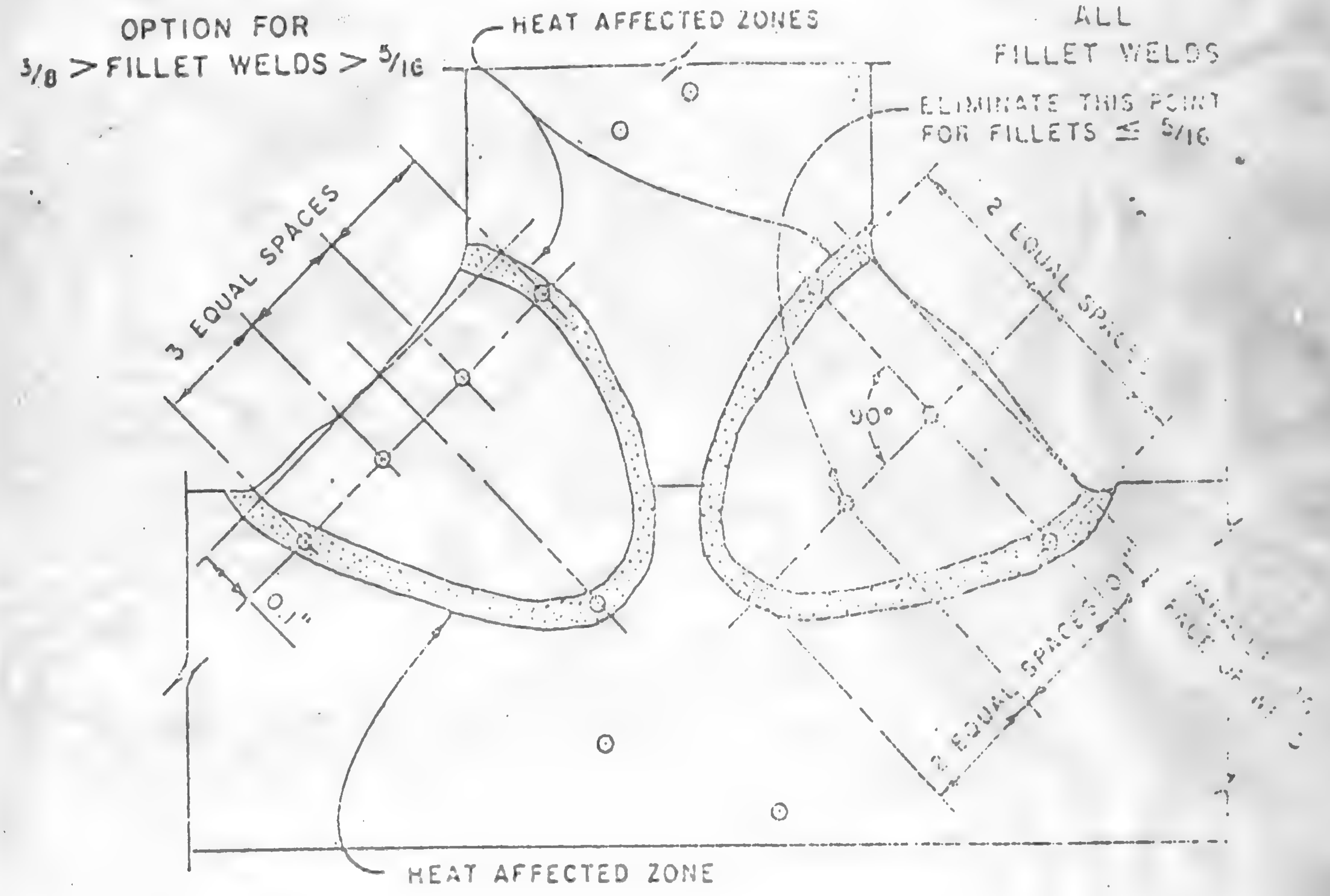
$$R_B = 0.75 \text{ Min. Specified Ultimate (ksi)} + 25$$

(1) The maximum tested ultimate, where no ultimate is specified.

(2) The value of r_b is the Rockwell hardness of the base metal, unaffected by welding, where neither mill data nor maximum strength is available.

Figure A-24 Location of Hardness Tests:

Add Figure "A-24 Location of Hardness Tests" as follows:



NOTES:

1. PERFORM HARDNESS TESTS ON ONE FACE OF THE SPECIMEN ONLY
2. PERFORM ONE HARDNESS TEST FOR EACH ⊙
3. HARDNESS TESTS IN BASE METAL SHALL BE AT LEAST 0.25 IN. FROM THE HEAT AFFECTED ZONE AND AT LEAST 0.10 IN. FROM ANY EDGE OF THE SPECIMEN

Figure A-24

LOCATION OF HARDNESS TESTS

8775

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 13, 1979

In reply refer to: HFO.8-OR

SUBJECT: Oregon Projects BRM-4645(1) & (3)
Supplemental Consultant Agreement
Second Street Viaduct
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The supplemental consultant agreement for the subject projects submitted by Mr. Wimer's letter of February 27, 1979, has been reviewed and there is no evidence of a change in scope of work as approved under the original agreement which would require a supplement.

It appears that actual estimated costs have increased from $70,450 to $118,620 which in itself is not justification for a supplemental agreement. The fixed fee in the original agreement must remain regardless of actual costs unless additional tasks are approved.

Also some explanation is needed as to why the hourly rates should be increased. It was assumed that at the time the original agreement was drafted the wage rates shown were those projected to the time the work would actually be performed; that is, 1978-79 rates, the only variation being in the number of hours actually worked.

The supplemental agreement is being returned herewith without action.

G.K. Hosner
for G. L. Green

Attachment

Returned to Lang 3-16-79.
MCH

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
ICE ☐ FAE ☐ OPE ☐
Holmes

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO
Roehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8795

3-12-79
~~February 27, 1979~~

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Project No. BRM-4645 (1) and (3)
Supplemental Consultant Agreement
Second Street Viaduct, FAU 4645
City of LaGrande & OBEC

Presented herewith for your consideration are two conformed copies of a supplemental consultant agreement for engineering services on subject project, and copies of pertinent correspondence.

A pre-award evaluation, as required by FHPM 7-1-2, has been performed by State Highway Accounting Section. The proposed fees have been deemed to be reasonable, allocable and allowable. Previous audit experience with Oregon Bridge Engineering Company assures that the firm's accounting system is adequate for internal control, segregation of project costs and supporting documentation.

We request your approval now of the supplemental agreement, authorization for the consultant to proceed with the work and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: D. E. Swan
Roger Lang, Region 5

3-12-79 FHWA questions.
Discussed w/ Dave Carter. Says
sending back. Const phase not
approved. More particularly questioned
so much added time which raises
ceiling for only adding off site inspection
(reinforced earth panels & str steel)
G Wimer

2775

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

IN REPLY REFER TO
FILE NO.:

March 12, 1980

Mr. Lynn Hamilton
City Manager
City Hall
La Grande, Oregon 97850

Dear Lynn:

Re: Consultant Fee, Construction Engineering, 2nd Street Viaduct

According to the City Council minutes of February 20, 1980, Mr. Palmateer, OBEC, appeared before the Council and requested additional monies to cover additional expense of construction engineering. The increase requested was "not to exceed $205,000" which is an increase of $30,000 over the Supplemental Consultant Agreement of April 1979 which was approved on July 2, 1979 by FHWA.

On October 11, 1979 Mr. Palmateer indicated by letter the construction engineering was exceeding the amount agreed upon in the Supplemental Agreement. I advised Mr. Palmateer in my letter of November 8, 1979, after checking with Dave Carter, FHWA, that I was unable to identify any change in the scope of the project concept and requested additional information. Thus far I have not received any additional information from Mr. Palmateer.

Under guidelines set down by the FHWA, we must be able to identify a change in the scope of the project concept after the Supplemental Agreement was prepared in April.

In order that you might fully understand the thought and rationale behind the Supplemental Agreement, I am enclosing a transcript of the meeting held on April 16, 1979 at the City Hall between OBEC, the City of La Grande, FHWA, and the Highway Division.

You will note the transcript shows clearly that all construction engineering costs were discussed in detail, including "out of state inspections" with particular attention to the fabrication of steel in Utah.

At that meeting it was made very clear we could not continue to amend the Consultant Agreement and that OBEC should take a hard look at all costs and inspection requirements. Mr. Palmateer agreed and withdrew the Supplemental Agreement approved by the City in February 1979, denied by FHWA and redrafted the Supplement which gained approval.

Please review the transcript carefully and base your judgements accordingly. Remember, the Agreement is between the City and OBEC. FHWA approval only identifies that stipulations of the Supplemental Agreement are participating items eligible for Federal Funding.

On the subject of cost overruns on this project attributed to I-205 in Portland, the State does not provide expertise to any supplier to set up his operation in order for the supplier to furnish specification materials. We inspect the materials produced and either accept or reject them. If a supplier is not set up to perform his task, we do not "camp out" until they are ready. We can not afford that type of cost.

Merely because OBEC elected to keep their inspector in Utah and assist the supplier in setting up does not justify charging another project that is coming up.

In closing, I do not see how the Consultant Agreement can be amended with another Supplement and gain approval. If you have received any information that will support another Supplemental Agreement, I would appreciate a copy.

Do not hesitate to call on me if I may be of any assistance.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: Dave Carter w/enc.
D. E. Swan w/enc.
H. N. Van Cleave w/enc.

5775

UNION PACIFIC RAILROAD COMPANY
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
L. JAMES BERGMANN
ASSISTANT GENERAL SOLICITOR
JOHN F. WEISSER, JR.
ALLARD J. HEITKEMPER
GENERAL ATTORNEYS
JEFF S. ASAY
ROY P. FARWELL
ASSISTANT GENERAL ATTORNEYS
CAROLYN L. LARSON
ATTORNEY

828 PITTOCK BLOCK
PORTLAND, OREGON 97205
(503) 249-2711

MAILING ADDRESS:
P. O. BOX 4265
PORTLAND, OREGON 97208

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA ☐

MAR 12 1979
RECEIVED
REGION 5 OFFICE

March 8, 1979

315-1-70

Mr. Robert A. Petersen, Esq.
Helm & Petersen
1215 Washington Avenue
La Grande, Oregon 97850

Re: Second Street Viaduct Construction Costs

Dear Mr. Petersen:

Mr. R. S. Orr of the Division Engineer's staff forwarded your letter dated February 7, 1979, concerning the above-referenced construction project together with his comments thereon. The Railroad continues to be of the opinion that its total financial obligation in connection with this project is as set forth in the Commissioner's order and in the contract entered into by the Railroad, the State of Oregon, and the City of La Grande. Accordingly, we will oppose any petition to modify the Commissioner's order or to impose additional financial obligations on the Railroad.

Very truly yours,
Original Signed by
Jeff S. Asay
Jeff S. Asay
(Direct Line: (503) 249-2315)

JSA:gb

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE. ☐
MAR 14 1979
File: PM FA
TAA Hildebrandt LG OP

cc: Mr. Don Still
Public Utility Commissioner
of Oregon
Labor & Industries Building
Salem, Oregon 97310

Mr. Roger Lang
Oregon State Highway Department
La Grande, Oregon 97850

cy Gerald Weiner
H.W. Van Cleave

For your information
Roger

8775

MEMO TO FILES February 27, 1979

Mainor C. Holmes

Supplemental Consultant Agreement
Second Street Viaduct, FAV 4645
City of La Grande & OBEC

Subject agreement has received the required review of accounting provisions and audit evaluation. The proposed fees are deemed to be reasonable, allocable and allowable. Previous experience with Oregon Bridge Engineering Company assures that the firm's accounting system is adequate. A copy of the pre-award evaluation is attached.

I recommend OSHD concurrence.

Following signature by the Ass't. State Highway Engineer (Project Management Branch), the agreement will be presented for FHWA approval.

MCH

STATE OF OREGON

Highway
DEPT.

378-6578
TELEPHONE

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: February 23, 1979

FROM: Dettmar W. Jones D.W.J.
Staff Auditor

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers/La Grande
FAP nos. BRM-4645(1) and (3)

Definition Statement

The original agreement negotiated between Consultant and City was dated December 13, 1976. The parties now propose a supplement to increase the scope, cost and project period. The project description is "Second Street Viaduct UPRR Overcrossing."

No request was made for, nor did we make a pre-award evaluation of the original agreement, so both documents will be included herein.

Analysis

FAP no.	Description	Original	Supplement	Total
BRM-4645(1)	Preliminary engineering	$ 50,000	$ 8,900	$ 58,900
BRM-4645(3)	Construction engineering	100,000	38,620	138,620
	Total Consultant	$150,000	$47,520	$197,520

The preliminary engineering, as originally contemplated, has been completed and paid as a lump sum. The construction engineering is in process, with actual costs incurred through January, 1979, $63,916.

Proposed costs are reasonable, allocable and allowable. Based upon my previous audits of consultant we may be assured that the accounting system there is adequate to assure proper internal control, segregation of job costs and supporting documentation.

The original agreement proposed construction engineering on an actual cost basis itemized at $85,450 rounded not to exceed $100,000; this added indirectly a contingency factor of $14,550, which should have been reduced. However, the supplement avoids such a factor by itemizing the full $138,620 of expanded construction engineering cost. Also included in this maximum cost figure is an overhead factor revised from a 1975 base to a 1978 base. In Exhibit "A" page 2 the figure for overhead rate is stated as .87%; the decimal point should be removed. Note that by using the 87% rather than the actual 87.66%, shown on page 3, Consultant understates his estimated costs by $362.

The arithmetic of the proposal is correct.

Conclusion

I recommend approval of the supplement as submitted, assuming the minor correction (decimal point) mentioned on the preceding page.

APPROVED
V. E. Sprog
V. E. SPROGG, Comptroller
[illegible]

DWJ:cw

cc: G. Wimer
R. J. Hacek

8775

HELM & PETERSEN
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

CARL G. HELM, SR. 1881-1948
CARL G. HELM
ROBERT A. PETERSEN

POST OFFICE BOX 967
TELEPHONE:
AREA CODE 503
963-3104

February 7, 1979

Mr. Bob Orr
Union Pacific Railroad
P. O. Box 8979
Portland, OR

Re: Construction costs--Second Street Viaduct
PUC Commission Order of December 5, 1977
No. 77-819

Dear Mr. Orr:

COPY

You will recall at the conclusion of a conference between the Public Utility Commissioner's representatives, Oregon State Highway Department, Union Pacific Railroad, and the City of La Grande, clarification was requested by the Union Pacific Railroad of certain cost items outlined in earlier letters, primarily preliminary engineering and utility relocation and property acquisition.

Phase I of preliminary engineering occurred in 1974. On January 17, 1974, a feasibility study was commissioned in order to determine a location of the Second Street Viaduct that would be acceptable to local citizens. The primary purpose of the commission was to overcome objections that had lead to the defeat of a bond issue in 1972. OBEC was paid $16,000.00 for that study. In October of 1974, the Oregon State Highway Department conducted some foundation borings and the City paid an additional $1,000.00 for this work.

Phase II of preliminary engineering started on March 30, 1977, and ultimately resulted in plans and specifications for constructing the bridge now being built.

The third item, utility relocation and right of way acquisition, was determined not to be eligible for SBR funds. Accordingly, the City of La Grande applied for FAUS funds and was granted approval on November 18, 1977. These funds, as outlined in earlier letters, are based upon a 86-7-7 grant (86% federal; 7% state, and 7% local).

The City of La Grande proposes amending the PUC order because of the changes in financing that have occurred since the Commissioner issued his original order.

The City also feels it is necessary to have a determination made of what constitutes an eligible item under the original Public Utility Commission formula to arrive at the railroad and City's contribution.

The City would propose that PUC order No. 77-819 dated December 5, 1977, be amended as follows:

1. Project costs eligible for payment under the Special Bridge Replacement Fund should be allocated on the basis of 75% federal funding;

2. Project costs not eligible for SBR funds but eligible for payment under the Federal Aid to Urban Systems Fund shall be allocated on the basis of 86% federal funding, and 7% state funding;

3. Total project costs not eligible for payment under either the Special Bridge Replacement Fund or the Federal Aid to Urban Systems Fund, and project costs remaining after SBR and FAUS funds have been applied shall be known as local costs. The Grade Crossing Protection account shall pay $150,000.00 of the local cost. The balance remaining shall be allocated as follows:

Union Pacific Railroad -- 1/2 the remaining cost plus $8,875.00.

City of La Grande -- 1/2 of the remaining cost minus $8,875.00.

Estimated project costs to date are as follows:

Preliminary Engineering, Phase I	$ 17,000.00
Preliminary Engineering, Phase II	65,900.00
Bid Items (per construction contract)	2,043,000.00 ✓
Railroad Protective Costs	80,000.00 ✓
Other Railroad costs	28,000.00 ✓
Temporary erosion control	1,000.00 ✓
On-the-job training	1,600.00 ✓
4½% Contingencies	96,912.00 ✓
8% Engineering	172,288.00 ✓
Right of Way Acquisition	16,450.00 ✓
Total	$2,522,150.00

Estimated Cost Breakdown by Grant Agreements: 1,639,731.50

	Total Cost	Federal	State	Local
SBR 75/25	$2,252,342.	$1,689,256.50	--	$563,085.50
FAUS (86/7/7)	252,808.00	217,414.88	17,696.56	17,696.56
Not Eligible	17,000.00	---	--	17,000.00
	$2,522,150.00	$1,906,671.38	$17,696.56	$597,782.06

Local Share	$ 597,782.06
Grade Crossing Protective Account	150,000.00
Balance of Local Share	$ 447,782.66

Union Pacific Railroad--50% x 447,782.06 + 8,875 = 232,766.03 207,140.25
City --50% x 447,782.06 - 8,875 = 215,016.03 204,410

Even though the above figures are estimates, the formula that the City proposes would accommodate any changes due to either increased or decreased cost.

I apologize for the delay in responding to your request, but the City has spent a great deal of time attempting to outline our contentions and the figures involved. Kindly respond to this letter at your earliest convenience.

Very truly yours,

Robert A. Petersen

RAP/ncc

cc: Mr. Jeff Asay, Esq.
Union Pacific Railroad
P. O. Box 4265
Portland, OR 97208

Mr. Don Still
Public Utility Commissioner
Salem, OR 97310

Mr. Roger Lang
Oregon State Highway Department
La Grande, OR 97850

Max Thompson, City Manager
P. O. Box 670
La Grande, OR 97850

G. W. Wimer
Local Contract Manager
Oregon State Highway Department
Salem, OR 97310

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 9 1979
File: PM FA [✓ LG] OP
TAA Hillebrandt
Does this appear reasonable?

8795

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1/22/79	CC1960		331-2509-295

BILL TO: Code:

City of LaGrande
City Hall
LaGrande, Oregon 97850
Attn: Max C. Thompson, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for Right-of-way on the 2nd Street Viaduct Crossing of the UPRR. M-TQM-4645			

Advance Deposit Amount	$ 2,560.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 2,560.00
Transfer to Highway Fund	$ 2,060.00
Refund Due	$ --
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:

SP*35736-734

8795

8

January 5, 1979

Mr. Edwin E. Lovelace
Engineer of Materials and Research
Utah Department of Transportation
757 West Second South
Salt Lake City, Utah 84104

MISC. CONTRACTS and
AGREEMENTS No. 6966

Dear Mr. Lovelace:

Attached for signature are two copies of an agreement authorizing the State of Utah to provide necessary sampling, inspection and testing work for the State of Oregon under State Contract No. 8795 on material being prefabricated in the State of Utah.

If you approve this agreement, please sign and return one copy to me at 121 Transportation Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

bc Jack Sollis
John Jenkins

1-16-79
agree. returned
from Utah
signed-
cc to Jenkins
fm

2nd Street Xing LaGrande —

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
State Highway Engineer

DATE: January 3, 1979

FROM: Jack L. Sollis JLS
Assistant Attorney General & Counsel

SUBJECT: Agreement with the State of Utah for the Inspection of Prefab Work on State Contract #8795 (UPRR 2nd Street Overcrossing LaGrande)

This is another agreement with the State of Utah to have them perform some inspection work for us under contract #8795. As with the other contract we are in a hurry and need telephonic approval. This contract can be sent to the same individual as the last one was and I believe Cec Head has his address. A copy of the transmittal letter should be sent to John Jenkins. The following paragraph can be used for the weekly report.

> This agreement is with the State of Utah and will authorize them to provide necessary sampling, inspection and testing work for the State of Oregon under State contract #8795 on material being prefabricated in the State of Utah.

JLS:sjb

Approved by Commission
1:15 pm Jan 4
HSC

RECEIVED
STATE HWY ENGR
JAN 4 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	Construction Contracts
ARRANGEMENT OF RECORDS	by Contract Numbers
INDEX	

INDEXING BEGINS WITH : 8764 **ENDS WITH** 8795

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	201	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 23rd DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR